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HONG KONG, THURSDAY, JULY 23, 1931.

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RIVER STEAMERS FIRED ON.

European Engineer Hit in Ankle.
CAPTAINS MYSTIFIED.

Three river steamers were last evening fired on with rifles from shore at different points between Sunwui and Pak Fa Tau, in the West River, while on the way down to Hong Kong, and an officer of one of the ships was wounded.

The ships were the s.s. Tai Lee (Capt. Bousfield), the s.s. Yuet On (Capt. Rosinsky), and the s.s. Wing On (Capt. Mutton). The Tai Lee and the Wing On fly the British flag and the Yuet On Chinese.

All three vessels left Kowloon at about the same time yesterday evening, the Tai Lee and Yuet On practically together at about 3.10 p.m., and the Wing On about two minutes later. They proceeded down river in the following order: Tai Lee, Yuet On, and Wing On.

Nine Shots.

The Tai Lee was a faster ship and soon left the others behind. Nine shots were understood to have been directed at her but no hits were registered and she got through safely.

According to the Chief Officer of the Yuet On, the second ship in the line, when his vessel got to a narrow point on the river called San Man Sing Hoi, which is near to Sai Lam, she was suddenly fired on from shore, the snipers being under cover.

Past Chief's Head.

Altogether about five shots were directed at the Yuet On. The Chief Officer was at that time on the bridge with the pilot and the first shot came through the middle window of the bridge and whistled past the Chief Officer's head not more than an inch away. He immediately ducked and took cover behind the iron plating in front of the bridge. The pilot did likewise. The bullet that missed the Chief Officer went over the starboard side of the ship into the water.

A second shot came through the port side of the ship and the Second Engineer, Mr. Lionel Paine, called out that he had been hit. Mr. Paine was not on duty at the time and was sitting on a rattan chair on the port side of the ship with his left leg crossed over his right. The bullet came quite low and, making a hole through the canvas at the ship's side, lodged in Mr. Paine's right ankle. A third bullet fell harmlessly on deck and two others missed. Then the ship got out of the danger zone.

A little further on, as the Yuet On was passing Pak Fa Tau another shot was fired. The Yuet On arrived in Hong Kong at 10.15 p.m. and Mr. Paine was taken to the Government Civil Hospital where, it was learned, the bullet was extracted from his ankle this morning. His condition is understood to be favourable for complete recovery.

Heard Three "Pops."

According to Captain Mutton of the Wing On, which followed the Yuet On, his ship was fired on as she was passing Sunwui. This was at about 5.45 p.m. and the ship was going slow as had always been its habit when passing villages on the river. He heard three "pops" but no bullets came near the ship and at the time he thought they were crackers. Now that he had heard of the firing on the preceding ships he was inclined to believe that the "pops" he had heard were rifle shots. As far as his ship was concerned he failed to understand why she should be fired at because she was proceeding quietly along, being very careful not to give offence because he knew that villagers objected to the wash created by ships moving fast.

Objection Explained.
This objection was not an unreasonable one when it is realised that the villages are situated on ground which is not more than a foot above water and are protected only by mud-banks only a couple of feet high and a heavy wash might break the banks and flood the villages. Also, in some spots along the river huts were built on piles and when the water in the river was high it came to within a few inches of the floor of the huts, so that it can be imagined that a wash created by a steamer would cause the villagers to

SLAVERY IN CHINA

MOTION BY HOUSE OF LORDS.

"CALL IT PIRACY" WAYS OF DEALING WITH THE EVIL.

London, Yesterday.
It is estimated that there are 5,000,000 people in a state of servitude at present in China, Abyssinia, Liberia, and Arabia, declared Earl Buxton in moving a resolution agreed by the House of Lords, urging further definite steps to bring about the extinction of all forms of slavery.

Earl Buxton said that if the League of Nations would agree to the British Government's proposal to declare slave trade to be piracy, there would be no longer any slave trade.

He suggested the establishment of a permanent bureau at Geneva to deal with the question of slavery.

The Archbishop of Canterbury, Lord Lugard and Lord Parmoor supported the suggestion. Lord Parmoor said that slavery in China must be dealt with by International action, and emphasised the Government's desire to put the mui tsi system in Hong Kong at an end.—Reuter.

Another Report.

Rugby, Yesterday.
The House of Lords to-day unanimously passed a resolution which, while recognising the action already taken by the League of Nations regarding slavery, recorded the opinion that further steps of a definite nature for the abolition of slave owning, trading and raiding were an urgent international duty. A motion was proposed by Lord Buxton, who expressed the view that if slave trading were declared piracy it would soon disappear. He advocated the creation of an information office under the League.

The Archbishop of Canterbury and Lord Lugard supported the motion, in accepting which for the Government Lord Parmoor referred to co-operation in the Red Sea between the British, Italian and French Navies in preventing the export of slaves to Arabia.

Lord Cecil urged the appointment of a permanent Commission to assist the League's efforts in the matter. The difficulty was the fear of all countries of interference with their own affairs, which it was important to make clear was not intended.—British Wireless Service.

The erection of steel on the new addition to the Royal Connaught Hotel has just been completed. The brick work is now proceeding. This structure when completed will supply an additional 150 rooms, together with auditorium and other facilities, and is promised for completion by August 1.

ing rooms, as Captain Mutton puts it, to be flooded.

No Redress.

The Chief Officer of the Yuet On was also sure that his ship could not have given offence to the villagers. His skipper and the rest of the officers, he said, had always been very cautious, when passing villages because they realised that being under the Chinese flag their ship could not get any redress in case of a brush with the villagers as such as happened yesterday. Other ships could appeal to the Navy for protection, but they had no protection whatever.

It was possible that some vessel or other which had passed earlier or may be even the day before, had created wash which the villagers had considered unnecessary, and not being able to get at the offender, they had lain in wait for the next batch of ships to pass and "let them have it" whether they offended or not. In other words, the innocent had to pay for the sins of the offender, all ships were nuisances to the villagers anyhow, so it made no difference And the man who really paid the piper happened to be Chief Engineer Paine.

BOMBS HURLED AT T. V. SOONG.

Minister's Narrow Escape.
FOUR PERSONS WOUNDED.

Shanghai, Yesterday.
The Minister of Finance, Mr. T. V. Soong, and the Japanese Minister, Mr. Shigemitsu, arrived here from Nanking by night express this morning and were entering their motor cars at the station exit when two bombs were thrown and a number of shots fired.

At present no details are available, except that it is known that four persons were wounded. No arrests were made. It is believed that the attack was aimed at Mr. Soong, who had a very narrow escape.

Assailants Escape.

Shanghai, To-day.

The station which is just outside International territory, was crowded. The Ministers had just emerged when the bombs were thrown and shots fired by Chinese attitudinal in black.

Mr. Soong immediately withdrew to the railway offices after being nearly shot.

Mr. Shigemitsu proceeded in a motor car, being also unhurt. During the excitement which followed the would-be assassins escaped.

Two Theories.

There are two theories regarding the objective of the attack. One is that it was the Japanese Minister and the attackers were Communists, whose object was to create a diplomatic incident in the hope that it would result in serious trouble, and possibly war with Japan.

It will be recalled that it was a similar objective which actuated Communists who were responsible for the Nanking outrage in 1927. In that case the aim was war between China and one or more foreign Powers.

The theory which is mostly held, however, is that Mr. Soong was the objective and his attackers, who, of course, were hired, were acting on behalf of the Cantonese.

It is known that the break between Canton and Nanking is hurting the former far more than the latter. Especially is Canton badly off for funds. Recently its "Government" strongly urged Nanking to agree to its receiving a larger share of the Customs revenue.

Canton's purpose was to float a loan based on the Customs. Mr. Soong determinedly and successfully opposed any such concession to a "rebel Government."

Informed Chinese point out that this one of several reasons why Canton should hate Mr. Soong.

The Corner Stone.

It has also to be remembered that Mr. Soong with Marshal Chiang Kai-shek is the corner stone of the present Nanking administration. As the holder of the purse strings his influence would ultimately be greater than Chiang Kai-shek's. His removal would be a tremendous blow to Nanking and probably bring down the Government.—Reuter.

EUGENE CHEN.

Secret Mission to Japan.

Tokyo, Yesterday.
Mr. Eugene Chen, the Foreign Minister of the Canton National Government, and his wife and Mr. Liu Chi-wan, formerly the Mayor of Nanking and Superintendent of the Shanghai Customs, arrived at Nagasaki, this morning on board the Kitano Maru and will proceed to Tokyo.—Reuter.

Cut and polished semi-precious stones mined in Manitoba are attracting considerable attention. They include the Manitoba sunstone, the Manitoba moonstone, the Manitoba golden beryl, and the Manitoba green beryl. Experts have pronounced these stones to be as good as anything of the kind they have ever seen and state that the same stone a few shades darker would be world famous and of enormous value.

CHINA GETS IT HOT

BRITISH LION IS ANGRY.

MISSING BRITON FULL PRESSURE TO BE MADE.

London, Yesterday.
Replying to questions in the House of Commons to-day in regard to the disappearance of Mr. John Thorburn, Dr. Hugh Dalton stated that Sir Miles Lampson understood that the Chinese authorities, Commission of Enquiry had reported on the matter, but he had not yet received the text of the report.

Sir Miles Lampson had made strong representation to the Chinese authorities, expressing with the full approval of the Foreign Secretary his

COLONY'S TRADE.

The Statistical Branch of the Imports and Exports Department reports that imports of merchandise into the Colony for the second quarter of 1931 amounted to a value of \$180.2 millions, an increase of \$48.9 millions as compared with the corresponding period of 1930 and \$49.8 millions more than in the second quarter of 1925.

Exports were declared to a value of \$132.5 millions, representing an increase of \$26.7 millions as compared with the corresponding quarter of 1930 and an increase of \$5.5 millions as compared with the same quarter in 1925.

grave disappointment at their failure to throw any light on Thorburn's disappearance and warning them that further delay would confirm the suspicion that they were deliberately procrastinating in the belief that the case would be hushed up and eventually forgotten.

Sir Austen Chamberlain suggested that the Government should bear in mind the bearing of this case on the extrality negotiations.

Sir H. Cayzer (Conservative) urged that the Government insist on the immediate appointment of a British representative for any further inquiry in the matter.

Dr. Dalton replied that obviously they could not insist on the Chinese Government appointing a British representative and emphasised that Mr. Arthur Henderson took a very grave view of the matter and Sir Miles Lampson, with his full approval, was going to continue to do everything possible to exercise pressure on the Chinese until the matter had been cleared up.—Reuter.

FAIR.

To-day's weather report from the Royal Observatory states: Pressure gradients are shallow over the whole area. The depression over S.W. Japan is filling up. Forecast:—S.W. or variable winds; moderate to light; fair.

Rainfall.
Rainfall for 24 hours ended at 10 a.m. to-day, nil. Total since January 1—45.03 inches against an average of 47.95 inches—deficit 2.92 inches.

Temperature.
The temperature at certain specified centres this morning at 9 o'clock was:—
Hong Kong 80
Macao 79
Pratas Island 76
Manila 77
Fuchow 81
Amoy 84
Swatow 81
Chefoo 73
Shanghai 70

GOVERNESS AND A MOTOR CAR.

Little Girl Thrown Underneath.
DRIVER SUMMONED.

Abdul Kardar, a chauffeur employed by Mr. A. M. Bowes-Smith, appeared before Mr. Schofield in the Central Police Court this morning charged with negligent driving, and also with having failed to report an accident within reasonable time, on July 11, last.

Traffic-Inspector C. F. Alexander prosecuted. Mr. F. C. E. Rendall defended, and tendered a plea of not guilty.

The Crown's case was that on the day in question Miss M. L. Parry, governess to Mr. J. F. Wright's children, living at 292, The Peak, had returned home from Repulse Bay in Mr. Bowes-Smith's car, with her two young charges, Michael and Elizabeth. The car had first dropped Mr. Bowes-Smith's nurse and child at Magazine Gap, and then proceeded to Mr. Wright's residence.

The car, driven by Kardar, stopped at the junction of Stubbs Road and Gough Hill Road. Miss Parry, on getting out, began to walk toward the house, and looking round noticed that the car was proceeding uphill. Suddenly, the car reversed gear, and went down Gough Hill Road striking Miss Parry in the back, causing her to fall and graze her right leg rather badly.

However, it was fortunate that little Elizabeth, who was thrown underneath the car, was unhurt. Michael managed to keep clear. Miss Parry spoke to Kardar, who without replying, drove away.

Miss Parry corroborated the Inspector's statement. Cross-examined, witness said that she did not hear the car reversing, and she did not notice if there was any driving mirror on the car or not. When the accident happened, Elizabeth screamed and subsequently had a very bad night.

After defendant had given his testimony, in the course of which he said that the reason for not reporting the accident was that in his opinion there had not been an accident.

The Magistrate: "It is quite clear that whatever blow received by Miss Parry could only have been a slight one. I don't see why it was necessary for defendant to back so far down Gough Hill Road. Three yards would have been enough. Defendant in backing down must have approached very closely to the complainant, and never made a noise until he put his brakes on. There he made a distinct mistake. He admits that his clutch pedal was disengaged. Of course I can't accept the statement made by Miss Parry that she was struck in the middle of the back by a wheel."

His Worship added that it was clear that the defendant stopped at the moment Miss Parry was knocked down, and in view of his good record, he would make the fine only \$25. On the charge of failing to report the accident, he would give the benefit of the doubt to defendant, as it was possible that he might not have understood to report the accident.

SHELL DROPPED IN MANHOLE.

Strikers Sever 1,500

Phone Lines in Spain.

STERN ACTION TO BE TAKEN.

Madrid, Yesterday.

The Government is determined once and for all to crush syndicalist disturbances, which are daily becoming worse, threatening the stability of the Republic. The principal ringleaders in Madrid and Seville have been arrested and their headquarters closed down.

A decree which is being issued lays down severe penalties for strikes unless 10 days' notice is given.

Meanwhile, strikers at Barcelona created an earthquake effect in the centre of the town by dropping a high explosive shell down a manhole, severing 1,500 telephone lines.—Reuter.

RENEWAL OF CREDIT?

NEW PLAN TO AID GERMANY.

NATION'S PLIGHT MINISTERS AGREE ON MANY POINTS.

London, Yesterday.
It is understood that the report of the Finance Ministers to be submitted at the Plenary session on July 23 indicates a large measure of agreement and recommends inter alia, a renewal of the \$25,000,000 credit which the Reichsbank is due to meet on August 16 for a period of 90 days, and the methods which will prevent a withdrawal of foreign credits from Germany generally and the Reichsbank particularly.

Probably the process to be suggested will be for the Banks themselves to undertake the immediate work of supporting credits, thereby assisting Germany to restore confidence. Possibly later the Bank of International Settlements will establish a Committee to consider various points.

Causes of Crisis.

Washington, Yesterday.
Some of the causes of Germany's plight are indicated in the figures published by the United States Commerce Department, showing that Germany had an unfavourable trade balance of \$1,500,000,000 for the seven years ended December 31, 1930, in which time she had to pay \$2,450,000,000 in Reparations. In order to meet this expenditure she was compelled to borrow \$3,835,000,000.—Reuter's American Service.

Technical Questions.

London, Yesterday.
The London International Conference to-day considered a statement of the Finance Ministers' Committee, which dealt with the question of supporting Germany by credits, including the main question of keeping short-term credits lent by foreign countries in Germany.

After a fairly intensive discussion it was decided to refer certain technical questions to the Finance Ministers' Committee, their views thereon to be considered by the main conference to-morrow.—Reuter.

Spirit of Co-operation.

Rugby, Yesterday.

The brief and concise document which was the outcome of yesterday's five-hour discussion by the Committee of Finance Ministers was to-day under discussion at the Plenary Session of the Seven-Power Conference. The terms of this statement are still confidential but it dealt with the methods whereby the immediate task before the Conference, namely, the restoration of confidence in Germany's financial position, could best be achieved.

The document provided the starting point for discussion in the plenary sitting which was described as particularly notable for the spirit of co-operation displayed by all the delegates. Without touching on any political aspects of the situation the Conference at one stage exchanged views upon the fundamental causes of the financial crisis, but it was agreed that as speed was such an important factor at the present time, the conference should devote its energies to the primary task of restoring confidence in German finances.

The American State Secretary, Mr. H. L. Stimson, and several other statesmen made a contribution of a constructive character which underwent general discussion and after a sitting lasting for three hours, during which the general feeling was that useful progress had been made, it was decided to refer certain technical questions to the Committee of Finance Ministers who will report thereon to the main Conference to-morrow morning.

Optimistic View.

Mr. Stimson, in a Press interview to-day, took an optimistic view of the Conference proceedings. "We are making real progress," he said, "and I am not at all hopeless that we may finish up to-morrow. The minds of the delegates seem to be

SOVIET DEBTS TO BRITAIN.

Little Progress Made with Proposals.
DISAPPOINTING ISSUE.

Rugby, Yesterday.
Answering a House of Commons question on the work of the Anglo-Russian Committee dealing with debts, the Under-Secretary for Foreign Affairs said that Lord Goschen, Chairman of the Committee, has reported the present state of these negotiations to the Foreign Secretary, who is greatly disappointed to find that so little progress has been made.

The Soviet delegates do not yet appear to have submitted any proposal for settlement or even to have indicated what categories and types of claims they are prepared to allow as ranking for settlement and on what conditions. The work has therefore not yet progressed beyond the stage of exchange of information and explanation.

The Foreign Secretary has informed Lord Goschen that he proposes to take an early opportunity to represent to the Soviet Ambassador the necessity of putting forward practical proposals if the negotiations are to be brought to a successful conclusion.—British Wireless Service.

working on successive suggestions of possible aid to Germany and there has been an entire absence of acrimonious issues between the countries. The feeling has been very good. The situation is difficult, but there are elements of hope in it and I am very hopeful to-day."

After a prolonged session the Committee of Finance Ministers, which met at the Foreign Office, issued a communique to-night which stated that they had reached agreement on the terms of the report to be submitted for the approval of the Plenary Conference to-morrow.—British Wireless Service.

Earlier News.

New York, Yesterday.
The conviction is gaining ground in Wall Street that the German crisis will inevitably lead to the reopening of the entire question of war debts and reparations. At least some scaling down of payments is expected.

The Herald Tribune says that Mr. Hoover's proposal to maintain the existing German credits has not awakened any feeling of responsiveness among New York bankers, who have counter-proposed that all that can be done for Germany from outside is to scale down or cancel the reparations payments. The bankers fear that even if credits to Germany be continued, another crisis will be precipitated at the expiry of the continuation period, when there would be a scramble to liquidate.—Reuter's American Service.

Rugby, Yesterday.

After this morning's session of the conference, the following communique was issued:

"The International Conference held a further meeting in the Foreign Office at 10 a.m., and gave further consideration to the method of restoring confidence in the stability of the German financial position, by concerted international co-operation on the basis of the statement presented by the committee of Finance Ministers.

Progress was made, and certain technical questions were referred to the Finance Ministers, who will consider them this afternoon, and report to the main conference to-morrow morning."

The Times recognises the importance of dealing first with the urgent problem of stemming the outflow of credit from Germany, but asks whether the rare company of representative talent now assembled in London is going to dispose after having only reached, at best, a temporary alleviation of a fundamental malady. It recalls the passage in Mr. MacDonald's opening statement, which attributed to the conference the purpose not only "to meet the requirements of the present crisis but to begin anew, at a time of candid and mutual effort, to pacify the disturbed mind of Europe."

The Times adds: "Who can tell when, if at all, another such chance will occur to talk over fundamental difficulties which are really familiar to everyone. The opportunity is now and here."

(Continued on Page 7.)

MOTORISTS THIS IS YOUR PAGE

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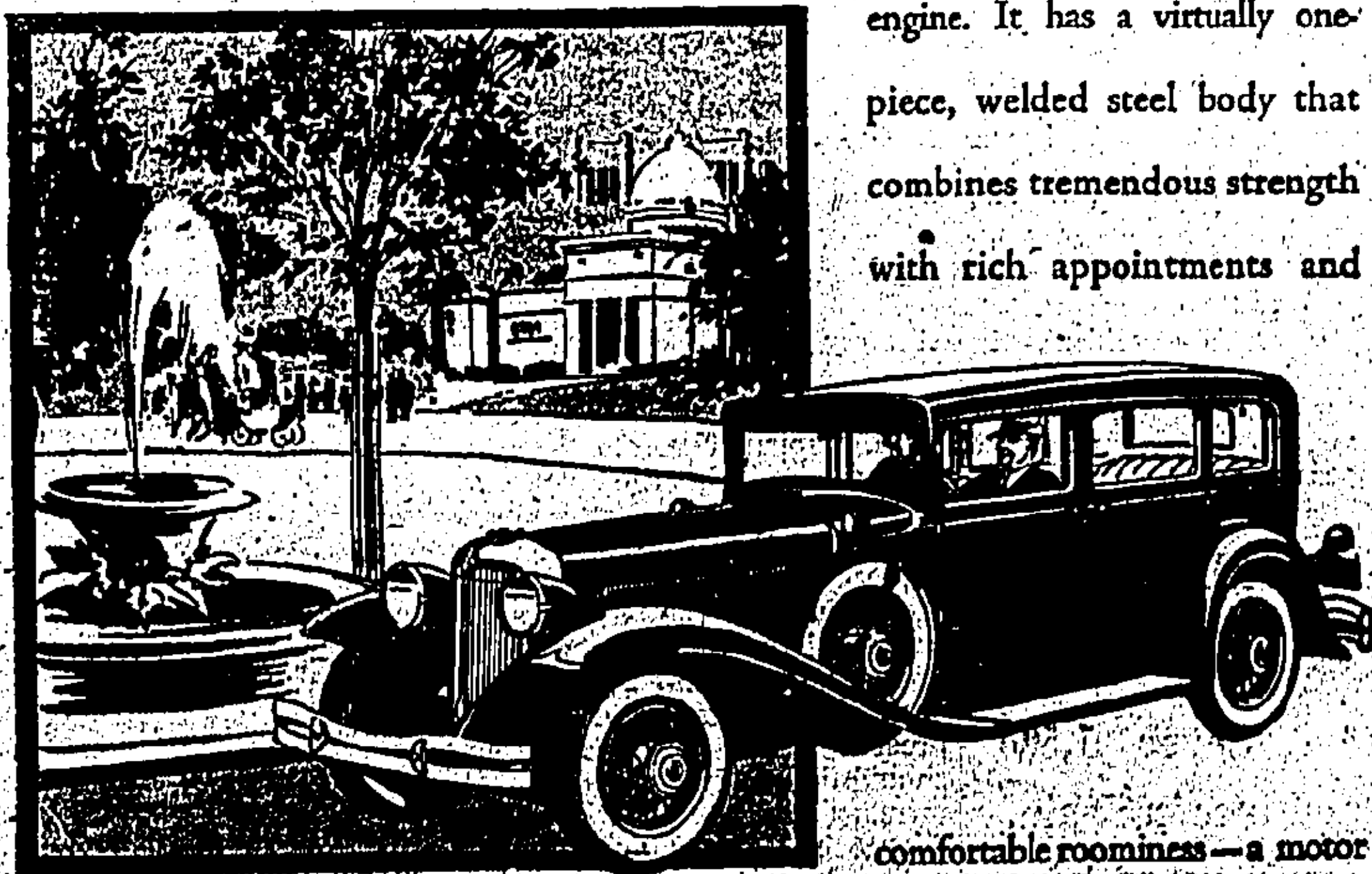
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RACE SPILL

Leader's Auto Crashes Into Another.

WINNER GETS \$42,000.

Speedway, Indianapolis, May 30. Fate catapulted Louie Schneider, one-time Indianapolis motor-cycle policeman, into a stunning upset winner of the nineteenth 500-mile automobile race over the Indianapolis motor speedway to-day.

Late in the race Billy Arnold, 29-year-old Chicagoan, favourite and 1930 winner, was robbed of almost certain victory after he led the speed demons from the start, except for six laps, when his car, racing around the treacherous north turn of the track at terrific speed, threw a left front wheel and sent him crashing into a car driven by Luther Johnson of South Bend, Ind.

His car immediately caught fire and burned, but Arnold and his mechanic, Spider Matlock of Los Angeles, miraculously escaped. Johnson's car was wrecked, but did not burn. He escaped with only a few scratches.

Gulotta's Smash Up. Within a few seconds after Arnold cracked up, the machine driven by Tony Gulotta of Kansas City, running third, smashed into the retaining wall at the same spot where Arnold met with his accident.

These two accidents, coming a few seconds apart, in the closing miles of the race, threw Schneider, lanky 30-year-old Indianapolis racer, into the lead, which he maintained until the finish, crossing the line two and one-half miles

ahead of Freddy Frame of Los Angeles.

Ralph Hepburn of Los Angeles was third and Louie Mayer of South Gate, Cal., 1928 winner of the classic, driving for Myron Stevens of Los Angeles, was fourth.

Russell Snowberger, Philadelphia, finished fifth; Jimmy Gleason, Philadelphia, sixth; Ernie Triplett, Los Angeles, seventh; W. H. (Stubby) Stubblefield, Los Angeles, eighth; Cliff Bergers, Los Angeles, ninth, and Chet Miller, Detroit, tenth.

Only seventeen of the 40 starters survived the punishing test of speed-and-driving skill.

Schneider's Fourth Attempt. In his Bowes Seal Fast Special equipped with Firestone Balloons, Schneider, who had been trying to win the Indianapolis classic since 1928, when he made his debut in the event, covered the 500 miles in 5:10:27.54, an average of 96.623 miles an hour. Frame averaged 96.406 miles an hour. The others were strung out far behind.

By his victory, Schneider will earn about \$40,000 in cash, \$20,000 from the speedway management and another \$20,000 in bonuses awarded by accessory firms and \$20,000 in lap money of \$100 for each lap he led in the race.

Before the tragic accident forced him out of the race, Arnold had won \$8,450 in lap prizes. Frame, who finished second, received \$10,000.

In spite of the drizzling rain from early morning, the speedway management claimed that the attendance was as great as a year ago when 150,000 were present.

The start of the race, postponed three times due to drizzling rains, finally got under way at 12m., two hours late, and immediately developed into what apparently would have been a record-breaker, with Arnold leading the parade.

Arnold, driving the same machine in which he rode to triumph a year ago, cracked the record for the first 75 miles at an average of 109.125 miles an hour.

Drizzle Sets In. Then the drizzle set in again and for 75 miles the racers whirled around the track at reduced speed, fearing to step on the gas because of the slippery condition of the brick-track.

Barney Oldfield, the old master of the racing game, who referred to-day's contest, stood in his tower, protruding over the track frantically, waving a yellow flag as a caution to the drivers to slow down and maintain their positions in the race until the drizzle ceased.

The race was interrupted a half dozen times because of drizzling rain during which the drivers rolled around the track at a speed not in excess of 60 miles an hour.

Then the sun poked its nose through the clouds at noon, Eddie Rickenbacker, American war ace and president of the speedway, accompanied by T. E. (Pop) Myers, its general manager, made a tour of the track before giving Oldfield authority to send the racers on their way again.

They went two laps when rain came again. The slow pace this time, however, was short, for the rain held off until the race was finished, when it came down in torrents.

Always Near Leader. It was the second time in the nineteen years of the race that the start did not get away promptly at 10. In 1915, the race was postponed for two days because of wretched weather conditions. In 1926 the year in hopes of winning the race was out to 400 miles because of rain.

Schneider, more or less a stormy petrel in organized racing, drove after 25 miles due to poor water his car courageously and always regarded as a challenger. He Louis Meyer, who won the race in never was more than three laps behind the leader at any time in the race, and when the opportunity came he moved into the lead and drivers, with their mechanics, refused to yield it.

He made only one stop, when he was forced into the pits, after travelling 272 miles, to replenish his tanks with gasoline and oil. Schneider, who finished third in the race a year ago, drove the same car but with a different motor in the crash-up, along with Gulotta, it.

Started Early. He is one of the few racing drivers who believe in getting his car ready early. He was at the

PEAK CLIMB.

Record on a Ford Phaeton.

What is said to be a record for cross-country travelling was set by Gerald E. Webb, jun., of North Cascade Avenue, Colorado Springs, Mo., to the summit of Pikes Peak, a distance of 674 miles, in 16 hours and 16 minutes, averaging a little less than 44 miles an hour.

His car was a Ford Phaeton, the speedometer of which showed about 27,000 miles. The car had gone through eighteen states, and just prior to the journey, to the peak, had made the distance from Hot Springs, Virginia, to Kansas City, on his way home from school.

Over 73,000 miles in less than a year is the record of a Ford Tudor owned by E. D. Krutz, rural mail-carrier of Charles City, Iowa. Practically the only expense for repairs was for new piston rings and a bearing for the generator.

The car was used on a 70-mile star route with an average load of 1,200 pounds of mail, and on a route of 180 miles delivering the Waterloo Daily Courier. It travels the 250 miles daily except Sunday and is operated by three drivers.

"The car has never failed to go when I was ready," Mr. Krutz said. "Even the starter did the trick last Winter at 34 degrees below zero. The gas runs about 20 miles per gallon. At times I pull a trailer whenever I have a bulky load."

ROYAL VISITORS.

When King Prajadhipok and Queen Rambha Barni of Siam reached Scarborough-on-Hudson, where they made their home during their extended visit to the United States, they were met by their own Cadillac V-16 limousine brougham which had been purchased by the King prior to his arrival in America. Aside from the installation of a radio receiving set, no appointments were added to the car for its royal passengers.

During their stay in New York, their Imperial Highnesses, Prince and Princess Takamatsu of Japan, used a Cadillac V-12 for their personal transportation.

course as early as last March tinkering with his eight-cylinder creation, so it would be in perfect condition for the gruelling grind.

He departed from his old idea of driving the wheels off every other car in the race and drove a conservative race instead, laying back, never far from the leaders, to seize the golden opportunity if Lady Luck showed up.

One of the gratifying results of the race was the performance of the oil burning Diesel engine which operates without ignition or spark plugs.

It was a creation of Clessie Cummins of Columbus, Ind., who built a marine motor and turned it into automotive use.

The machine finished twelfth, travelling along at 86.17 miles per hour and did not make a stop during the 500 miles. The cost of oil consumption was approximately \$2.40.

The oil burner survived the costly sixteen-cylinder creations and many of the elights.

Canton Forced Out. Accidents and motor trouble forced the dangerous contenders out of the race with the exception of Schneider, before 300 miles had been reeled off.

William (Shorty) Canton of Detroit, one of the ranking contenders had to surrender because of motor trouble. Canton was heart-broken as he had waited a year in hopes of winning the classic.

Leon Duray, another skilled racer, had to give up the grind after 25 miles due to poor water circulation through the motor. He Louis Meyer, who won the race in 1928, was another early victim. The race was marred by half a dozen accidents, but luckily all the came he moved into the lead and drivers, with their mechanics, refused to yield it.

Harry Butcher of Wilmington, Ill., was the first to crack up, run-travelling 272 miles, to replenish his tanks with gasoline and oil. Schneider, who finished third in the race a year ago, drove the same car but with a different motor in the crash-up, along with Gulotta, it.

Started Early. He is one of the few racing drivers who believe in getting his car ready early. He was at the

HORSES v. MOTORS.

Figures from New York City.

With automobiles darting in all directions or causing noisy traffic blocks, it was the general impression that the motor vehicle had completely displaced the horse in New York City. Such is not the case, however. According to the first "horse census" taken since 1924 there still are 22,156 horses which help to keep 406 blacksmiths bending over their forges and anvils in New York City every day.

Although the majority of horses were found to be in commercial service, the census disclosed that there were 1,729 saddle horses. The automobile seems to have the field entirely to itself as far as personal transportation is concerned, for coach and carriage horses were found to be so rare that they were not enumerated separately.

AN AUTOMOBILE'S FUNERAL.

A precedent has been set in the matter of obsequies for defunct automobiles. It is quite the common practice to tow the faithful old car to a lake bank and push it gently over, but this procedure will have interesting variations in the future if the example of Dr. Francis Pearce of Old London, Canada, is followed. Dr. Pearce had a car which he bought nearly thirty years ago and which served him faithfully until 1927. When it came time to part with it, he felt toward it as he would have felt toward a faithful old horse that had grown old in service and so he actually had it buried in a real grave. Dr. Pearce bought a plot of ground near a cemetery. Then he drove the obedient old bus through the city streets to the burial plot and finally had it broken up and decently interred.

NEW ROCKET MOTOR HAS 400-POUND PUSH.

A considerably improved model of the rocket motor which was shown for the first time a year ago was demonstrated recently by the inventor, Dr. Paul Heylandt, in a suburb of Berlin, Germany.

The motor, weighing about sixteen pounds, developed a push of more than 400 pounds. It consists of a two-foot-long pipe in which liquid oxygen and an alcoholic liquid are forced through a screen and ignited by an ordinary spark plug. It can keep running for twelve minutes.

CZECHO-SLOVAKIA.

Honours Mr. James D. Mooney.

The Order of the White Lion, high honour of Czecho-Slovakia, recently was conferred upon James D. Mooney, vice-president of General Motors Corporation in charge of Overseas Operations and president of General Motors Export Company, by Thomas G. Masaryk, President of Czecho-Slovakia.

The decoration was in recognition of Mr. Mooney's service to the industrial development of Czecho-Slovakia in 1928 when he made it possible for eleven junior engineers from Masaryk University at Prague to spend a year in intensive study of manufacturing operations in the various General Motors factories in the United States.

"CANADA ON PARADE."

An outstanding event in Canadian radio features was inaugurated when General Motors of Canada, Ltd., made its air debut in the first of a coast-to-coast series of weekly radio programmes over a network of twenty-five stations.

"Canada on Parade" will be heard each Friday night and will reach every territory in the Dominion as well as one of America's biggest stations in Detroit. This extensive radio feature is in addition to all other forms of promotional activities and is undertaken as a means of identifying General Motors of Canada with the broad "Forward Canada" project that is being sponsored by so many leading industrial organisations of the country at the present time.

TRADE AND BARTER.

Not all the Indians have disappeared from the American Continent. Many tribes, although clinging to their native customs, are assimilating many modern methods of living. Among these is the automobile. The Stony Indians, a tribe that lives on the Morley Reserve in High River, Canada, now drive a whole fleet of cars about the plains and foothills of Alberta.

Although the red men had no money with which to purchase cars, they had plenty of good serviceable horses and recently five used Buick cars were exchanged for twice as many horses. So much did the Indians like their Buicks that, within a few months, forty more cars were purchased in the same manner.

MOTOR CYCLE RELIABILITY TRIAL

The SINCERE Co., Ltd.

OFFER

THEIR CUSTOMERS

who complete in the Hong Kong Motor Cycle Reliability Trial on August 3rd.

ONE PRIZE

For the best individual performance on either B.S.A. or Norton Machines.

ALSO

SPECIAL PRIZES

For the BEST TEAM if composed of entirely B.S.A. or Norton Machines or mixed, each member of the team receiving a prize.

FULL PARTICULARS FROM

SINCERE'S

Agents for B.S.A. and Norton Machines.

FRESH LAURELS.

Gained by President Eight.

Studebaker's famous President Eight has again added to its championship laurels by setting a new world record in the Southern Circuit automobile race of South America to win the coveted "La Nacion" Cup and a purse of \$3,000, according to the local Studebaker dealer. The race, conducted annually at Santiago, Chile, is considered one of the outstanding speed classics in the country and is limited to strictly stock cars.

"The winning President Eight roadster, owned by Santiago Lazo, young Chilean lawyer, was piloted by Aladino Azzari, noted South American racing driver. His time for the course of 380 kilometres was 2 hours 58 minutes 31-2/5 seconds, giving an average speed of 130 kilometres per hour. The second car to finish completed the distance in 3 hours 6 minutes 6-3/5 seconds.

"Again and again, the Studebaker covered long stretches of the course at speeds as high as 160 k.p.h., beating the official lap record five times during the event. Spectators at the race this year were afforded an exciting few minutes when one of the participants deliberately crashed his car right through a house in order to avoid hitting a crowd of over-enthusiastic persons who had broken through the police lines. The driver miraculously escaped unhurt.

"The Studebaker which won the race this year was, except for a racing body a replica of the champion President Eight which three years ago amazed the motoring world by speeding 30,000 miles in 26,326 minutes on the Atlantic City Speedway. This record has never been equaled by any stock car, let alone beaten.

"Four stock President Eights—two roadsters and two sedans—their stock status certified by the A.A.A., participated in the run, every mile and minute of which was likewise supervised by the American Automobile Association. All cars completed the distance at average speeds

DRIVING POLICIES.

Insurance Lapses if Another Drives.

There is a point in connection with compulsory third-party insurance which has not been stressed, but which is of the greatest importance to those motorists who take advantage of the discount allowed from their premiums for "owner only" driving, remarks The Motor.

One case has been recorded where such a policy was in force and the owner allowed a relative to drive. The certificate was demanded and it was then pointed out that the insurance was of no effect. It cannot be too strongly emphasized that if an owner permits another person to drive his car and if the policy covers the "owner only" when driving, both the owner and the person driving are guilty of an offence under the Act and are liable to a fine not exceeding £50 or to imprisonment for a term not exceeding three months, or both, and their licences may be suspended for a period of twelve months.

Now that compulsory insurance is legally enforced, it is questionable whether there is any advantage gained by taking out a policy restricting the driving of a car to the "owner only." There is always the possibility of an emergency arising which may call for the use of the car by another party, but, apart from that, circumstances may arise in which an owner will wish to lend his car to a relative or friend, losing sight of the fact at the moment that he holds a restricted policy.

Another important point in this connection is that the person borrowing a car should himself ascertain whether the insurance in force extends to him as well as to the owner, and also whether it covers the purpose for which he intends to use the car.

ranging from 63.19 to 65.37 miles per hour. To-day, Studebaker holds more official American stock car records for speed and endurance than all other makes of cars combined."

TRAFFIC COP.

"Little Dictator of the Street."

The American traffic cop is "a little dictator of the street" not too polite, but well informed and he does a good job, in the opinion of Hellmut H. Hellmut, youthful German radio celebrity who recently encountered New York traffic for the first time.

Hellmut, 21-year-old internationally known radio reporter, is in America for the purpose of broadcasting his impressions to German radio audiences. During his New York visit he described many phases of life in America's metropolis.

Between his radio engagements, the German reporter decided he would like to see the immediate countryside by motor, driving himself. He had driven racing cars in Germany and thought he might be able to negotiate left turns to some suburb and back.

A Sports Model, General Motors Export Company arranged for him to have one of the new 1931 Chevrolet sport models, so he had the car, the streets and the experience but no American driving licence. Friends interceded and arranged an examination for a permit to drive.

"I was astonished at how easy it is to get a licence here," Hellmut said. "Over in Germany, it requires at least three weeks, a lot of theory in school and a 100-mile drive" with an instructor. Over there, among other things, the would-be driver must stand naked before a physical inspector before he is allowed on the highway.

"In America it is much more practical and simpler. You demonstrate that you have good eyes and are not given to fits. Then you step into a car, drive around a few blocks, and if found O.K. you have the licence.

"It took me three weeks to get a licence in Germany and three minutes to pass the test in America. After I had taken the examination, I asked the officer if I had passed successfully. He smiled and said he was sorry that he was not allowed to tell me. The next morning I got a letter with the licence in it."

"Then began H.H. Hellmut's initiation into American automobilism. He found it likewise much simpler and safer than the European plan.

"Driving in America is much easier than in Germany," he said. "American traffic is better disciplined."

"Hog Every Inch."

"In Berlin and Paris, every driver tries to hog every inch. (Of course, Mr. Hellmut hasn't met every driver in America.) European drivers try all sorts of acrobatic tricks to get ahead. Here, nearly every car drives at a certain speed and follows like sheep. This is much easier.

"Strange as it seems, it was very easy for me to become acquainted with New York traffic, although no great city in Europe has such an amount of traffic. Here, I understand, you have a car for every twelve inhabitants. In Berlin, there is a car only for every seventy residents. You can imagine the difference.

"A Sunday morning drive out of New York gave me a deep impression of the importance of motoring in America. And I was astonished at the way driving in traffic jams was controlled effectively.

"In Berlin or Paris I am sure I would have experienced much more what you call—upsetness.

The American traffic cop appears to be a little dictator of the street. He may be sharp in talk, but he is well informed and is sure of himself. He is not so over-polite as, for example, the French policeman, but the American officer is usually right and this is more important.

"The most overwhelming impression obtained by me of American traffic was the great speedway which leads over the New York docks. That is one of the most ingenious engineering structures I have found in the United States."

ENTER THE AUTOMOTRICE!

Automotrice is the name which French railways have fastened on their new self-propelled cars. The automotrice is really a six-cylinder motor bus on rails. It has the appearance of a street car, contains 34 seats and can average about 50 miles an hour. The railways are using the new conveyances to link up cities and towns on secondary lines where use of regular trains is not justified by the passenger business.

AMBASSADOR'S CADILLAC.

Mr. S. Gurgel do Amaral, newly appointed Brazilian Ambassador to Japan, and formerly Ambassador to the United States, has purchased a Cadillac limousine to be shipped to Tokyo. Pending the arrival of his own car, General Motors Japan has placed a similar model at the disposal of Mr. Amaral.



"Just look back at that mountainous grade. We flew up here with no effort at all — and passed those other cars easily."

"Yes indeed, this new Buick brings a new thrill to motoring doesn't it? When you ride in it you understand why so many thousand motorists buy on Buick's reputation alone. They have confidence in Buick."

You can't even imagine the effortless ease with which the new Buick Eight glides in high gear over hills where other cars must labour in second gear!

Its valve-in-head straight eight engine with increased horse-power — its improved synchro-mesh transmission — and 36 other outstanding new features and improvements — all help to provide a degree of luxurious and thrilling motoring you never thought possible in any car costing thousands of dollars more.

Let a ride convince you. We'll gladly call for you at your convenience.

114" Wheelbase Buick Models . H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models . H.K.\$8,275 to H.K.\$ 8,775
124" Wheelbase Buick Models . H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models . H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The
BUICK 8
The Eight with
Buick's Prestige

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27787.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27787.

MOTOR OILS.

CARGOYLE MOBILE.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56226.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

TWO NEW CARS.

Announcement of two new Ford cars—a de luxe sedan and a de luxe coupe—is made by the Ford Motor Company.

The de luxe sedan is of the standard two-window Fordor type with the distinctiveness of exterior appearance and interior trimming that marks the town sedan. At the same time, its closed rear quarters give it a striking individuality and afford privacy to the occupants. Among its refinements are arm rests for the rear seat, toggles, and a flexible robe rail.

The de luxe coupe is designed for those who desire a personal car with a more select interior appearance than that of the standard coupe.

In both cars a choice of mohair or Bedford cord upholstery is offered. Other features included in both cars are cowl lights, mahogany garnish mouldings on scroll design, hardware and mahogany garnish mouldings on the doors and windows.

Mechanically these new Ford types are the same as the other Model A cars. Furthermore, they retain the lines and features of the improved body types recently introduced. These features include exposed metal parts of rustless steel, adjustable front seats and ample head room.

Purchasers of the de luxe cars will have a choice of any one of four colours—black, maroon, keystone green or Chicle Drab.

LABORATORY DEVELOPMENTS.

In an address given in Flint, Michigan, recently, F. A. Bower, chief engineer of the Buick Motor Company, discussing the great Research Laboratories of General Motors, stated: "At the Research Laboratories, devices not to be used for five or ten years are invented. There, the engineers develop ethyl gasoline, on which product the income to-day is sufficient to pay for all of the Corporation's research."

JAPAN'S MOTOR GROUP.

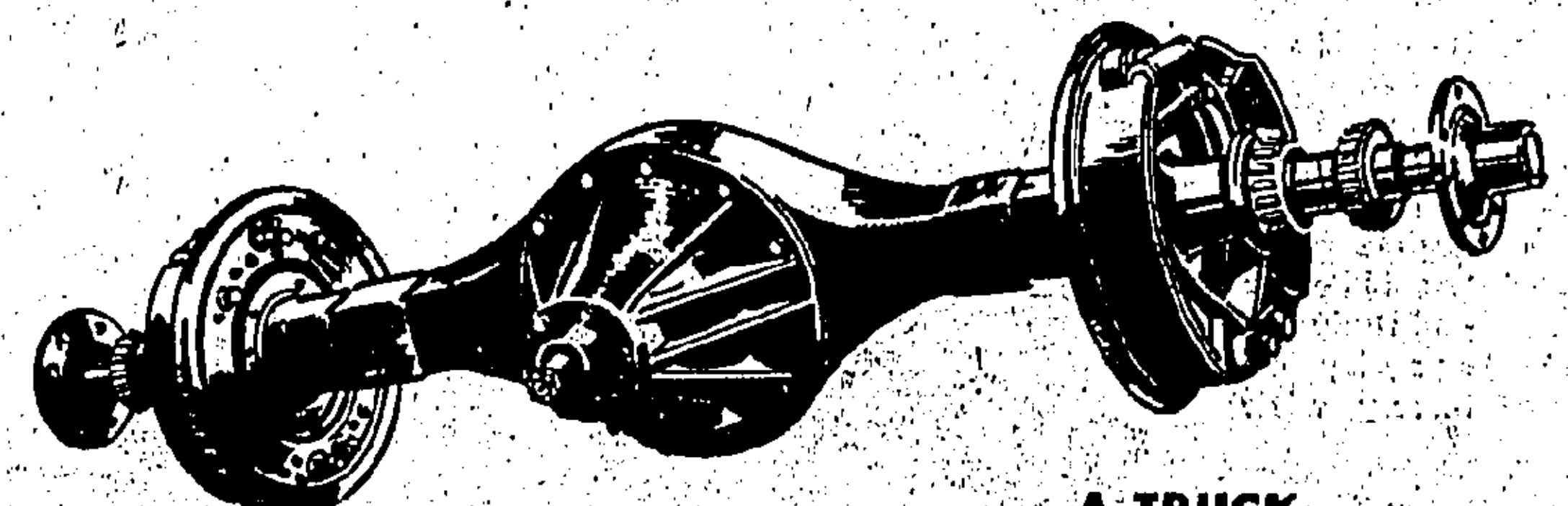
Backed by prominent business men, an organization has been formed with the object of promoting the motor industry in Japan. The organization has in view the unification of the automobile manufacturing business in Japan, the development of automobile insurance, revision of the motor car tariff and the reduction of excessive motor car taxes.

NOW HERE

DODGE TRUCKS

DEPENDABLE • ECONOMICAL • CAPABLE

Do MORE WORK AND
MAKE MORE PROFITS



A TRUCK

FOR EVERY HAULING NEED

STANDARD TRUCKS

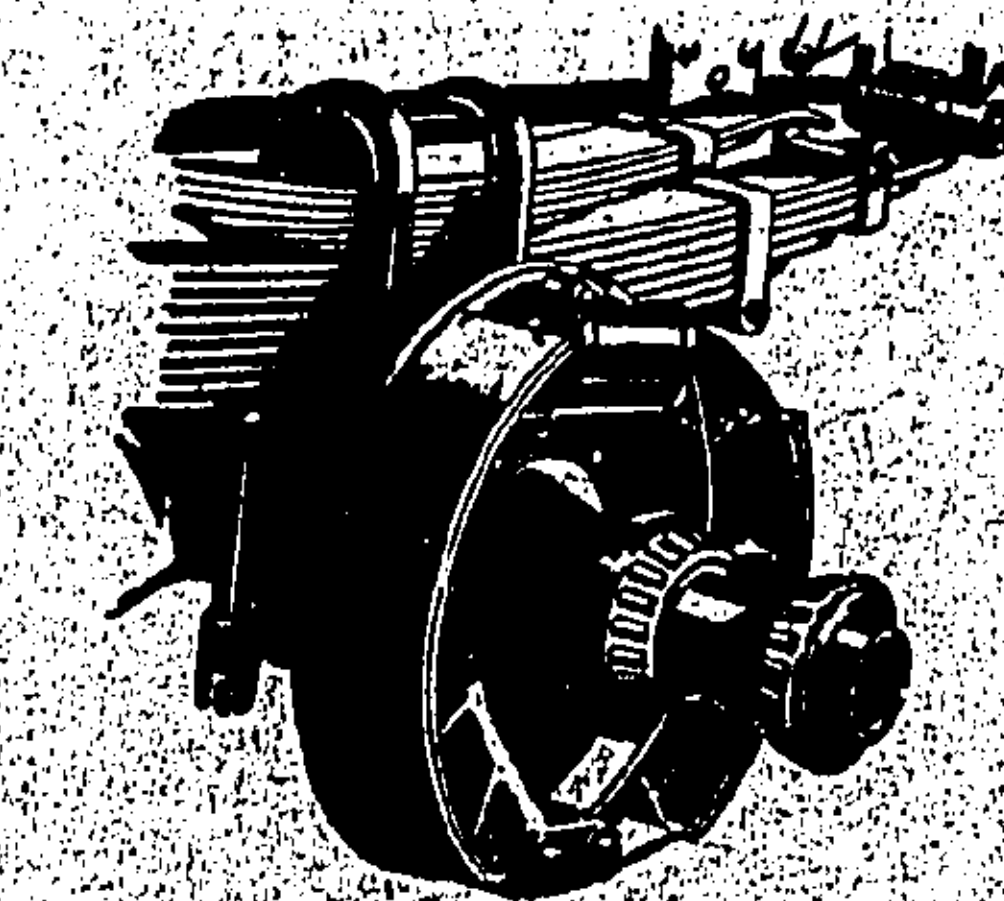
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

HEAVY DUTY STRAIGHT FRAME

There are seven Heavy Duty Straight Frame models, all six-cylinder and with wheelbases from 140 inches to 195 inches. Payload capacities range from 2,950 to 11,175 lbs.

HEAVY DUTY DOUBLE DROP FRAME

There are four Heavy Duty Double Drop Frame models, all six-cylinder and with wheelbases from 150 inches to 195 inches. Payload capacities range from 3,500 to 11,175 lbs.



These safe, sure, easily-applied 4-wheel brakes are internal-expanding and therefore weatherproof, self-equalizing and exerting uniform braking on all wheels. Positive, easy to adjust.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

The Most Comfortable and the Only Air-Cooled Theatre in Hong Kong.

SHOWING TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.
THIS PICTURE IS ALSO RECORDED BY THE NEW NOISELESS RECORDING PROCESS OF THE WESTERN ELECTRIC SOUND SYSTEM.



THE WORLD'S MOST LOVABLE KIDS.

Robert Coogan (Jackie's brother)
Jackie Cooper, Milzi Green
and Jackie Searl in
PERCY CROSBY'S

"Skippy"

A Paramount Picture

You'll laugh—with a tear in your eye! As this intense human story of boy-hunt unfolds for you the real thrills of youth. It reaches down deep into your heart—and stirs long-forgotten memories.



NEXT CHANGE

COMMENCING SUNDAY, 26th JULY.



WILL ROGERS LIGHTNIN'

BOOKING AT THE THEATRE. TELS. 25312, 25330.

GRAY'S YELLOW LANTERN SHOPS

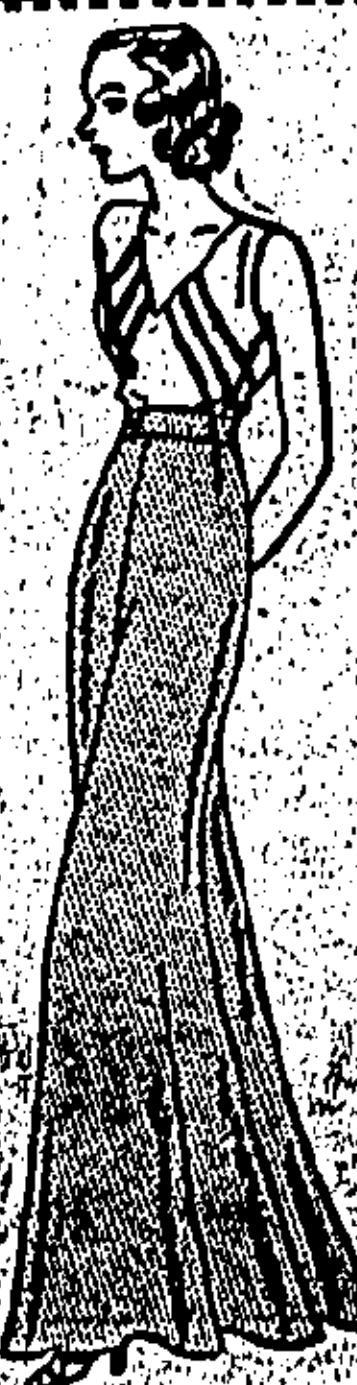
Alexandra Building.

HAVE JUST RECEIVED
NEW SHIPMENT

OF
PYJAMAS

Linen, Lingerie, Jewellery,
etc., etc.

HONG KONG SHANGHAI MANILA



CURRENT SPORTING GOSSIP

YESTERDAY'S LAWN TENNIS

RESULTS AT A GLANCE

The postponed match between the South China A.A. and the M.B.K. in the "A" Division of the Lawn Tennis League was played off on the former's courts at King's Park and resulted in the S.C.A.A. winning by 6½ sets to 2½.	
Scores:—	
Lee Wai-tsoi and Lee Woon-tsoi (South China):—	
beat T. Akiyama and S. Hachiuma.....	7-5
beat T. Fujimori and T. Imura.....	6-4
beat Yedo and Yema.....	6-3
W. H. Hoh and D. C. Luk (South China):—	
lost to T. Akiyama and S. Hachiuma.....	2-6
lost to T. Fujimori and T. Imura.....	3-6
beat Yedo and Yema.....	6-2
S. Chan and Y. W. Lee (South China):—	
beat T. Akiyama and S. Hachiuma.....	6-4
drew with T. Fujimori and T. Imura.....	6-6
beat Yedo and Yema.....	6-3

CHINESE R.C. SUCCESSFUL AGAINST M.B.K.

The Chinese R.C. beat the M.B.K. by 8 sets to 1.

Scores:—

W. Morinaka and Miki (M.B.K.):—

lost to Ho Ka-lau and Yew Man-kit.....

beat Chiu Chun-chiu and W. C. Hung.....

lost to Lau Fuk-ki and Lu Tak-cheuk.....

S. Fukushima and K. Matsuo (M.B.K.):—

lost to Ho Ka-lau and Yew Man-kit.....

lost to Chiu Chun-chiu and W. C. Hung.....

lost to Lau Fuk-ki and Lu Tak-cheuk.....

S. Tohehi and J. Nakakuma (M.B.K.):—

lost to Ho Ka-lau and Yew Man-kit.....

lost to Chiu Chun-chiu and W. C. Hung.....

lost to Lau Fuk-ki and Lu Tak-cheuk.....

Nippon v. University.

At King's Park the Nippon Club drew with the University, both sides winning 4½ sets.

Scores:—

K. Yoshikawa and Kinoshita (Nippon Club):—

drew with T. K. Lien and F. Y. Khoo.....

lost to Y. K. Ma and G. E. Yeoh.....

lost to D. J. N. Anderson and Y. F. Chew.....

Nimomya and Hasegawa (Nippon Club):—

beat T. K. Lien and F. Y. Khoo.....

beat Y. K. Ma and G. E. Yeoh.....

lost to D. J. N. Anderson and Y. F. Chew.....

Nakazato and Fujieda (Nippon Club):—

beat T. K. Lien and F. Y. Khoo.....

beat Y. K. Ma and G. E. Yeoh.....

lost to D. J. N. Anderson and Y. F. Chew.....

CLUB DE RECREIO BEAT CRAIGENGOWER.

At Happy Valley, the Club de Recreio beat Craigengower Cricket Club by 7 sets to 2.

Scores:—

H. P. Lim and Mok (C.C.C.):—

lost to A. V. Remedios and E. A. Noronha.....

lost to A. A. Remedios and H. A. Noronha.....

lost to L. A. da Rocha and G. A. Noronha.....

H. Howard and N. Kitchell (C.C.C.):—

lost to A. V. Remedios and E. A. Noronha.....

lost to A. A. Remedios and H. A. Noronha.....

lost to L. A. da Rocha and G. A. Noronha.....

University's Big Win.

At Pokfulam, the University beat the Civil Service C.C. by 8½ sets to half a set.

Scores:—

L. A. da Silva and L. Oppenheim (University):—

beat Omerod and Evans.....

beat Matthews and Best.....

beat Burnett and Old.....

P. P. Kho and K. M. Lo (University):—

beat Omerod and Evans.....

beat Matthews and Best.....

beat Burnett and Old.....

K.C.C. Checked.

At the H.K.C.C. the Kowloon Cricket Club drew with the home team, each sides securing 4½ sets.

Scores:—

Terde and Lee (H.K.C.C.):—

drew with L. Jack and D. Mackay.....

lost to G. A. Hedley and N. A. E. Mackay.....

beat G. A. White and G. C. Burnett.....

lost to A. V. Remedios and E. A. Noronha.....

lost to A. A. Remedios and H. A. Noronha.....

lost to L. A. da Rocha and G. A. Noronha.....

G. Kelly and E. Howard (C.C.C.):—

lost to A. V. Remedios and E. A. Noronha.....

beat A. A. Remedios and H. A. Noronha.....

lost to L. A. da Rocha and G. A. Noronha.....

H. Howard and N. Kitchell (C.C.C.):—

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Hepburn and Low (H.K.C.C.):—

drew with L. Jack and D. Mackay.....

lost to G. A. Hedley and N. A. E. Mackay.....

beat G. A. White and G. C. Burnett.....

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lost to G. A. Hedley and N. A. E. Mackay.....

beat G. A. White and G. C. Burnett.....

Mackay.....

drew with G. A. Hedley and N. A. E. Mackay.....

beat G. A. White and G. C. Burnett.....

Barton and Penn (H.K.C.C.):—

lost to L. Jack and D. Mackay.....

lost to G. A. Hedley and N. A. E. Mackay.....

beat G. A. White and G. C. Burnett.....

Deutscher Club Lose.

The Kowloon Indians T.C. beat the Deutscher Club by 7½ sets to 1½.

Scores:—

Feroz Ali and Firdos Khan (K.I.T.C.):—

beat Neidt and Soltau.....

beat Ortlepp and Schmidt.....

beat Fischer and May.....

H. Mahan Singh and M. A. Khan (K.I.T.C.):—

beat Neidt and Soltau.....

drew with Ortlepp and Schmidt.....

beat Fischer and May.....

Capt. Gore and S. R. Sallie (K.I.T.C.):—

lost to Neidt and Soltau.....

beat Ortlepp and Schmidt.....

beat Fischer and May.....

MIXED DOUBLES.

KOWLOON C.C. BEAT THE U.S.R.C.

The K.C.C. on their own courts yesterday, defeated the U.S.R.C. by seven sets to two.

Scores:—

Mrs. McTavish and E. F. Fincher (K.C.C.):—

lost to Mrs. Dook and Col. Robinson.....

beat Mrs. Keary and Capt. Lockner.....

beat Mrs. James and Capt. Anderson.....

Miss S. Dalziel and E. C. Fincher (K.C.C.):—

lost to Mrs. Dook and Col. Robinson.....

beat Mrs. Keary and Capt. Lockner.....

beat Mrs. James and Capt. Anderson.....

Mrs. A. J. Kew and A. E. Guest (K.C.C.):—

beat Mrs. Dook and Col. Robinson.....

beat Mrs. Keary and Capt. Lockner.....

beat Mrs. James and Capt. Anderson.....

The Ladies' R.C. beat the Club de Recreio at King's Park by 6 sets to 3.

Scores:—

Barretto and Miss C. Ribeiro (Recreio):—

lost to A. D. Humphreys and Miss Thomas.....

beat Capt. Etherington and Mrs. Kerriek.....

drew with H. J. Armstrong and Mrs. Stafford Smith.....

Yvanovich and Miss Botelho (Recreio):—

lost to A. D. Humphreys and Miss Thomas.....

lost to Capt. Etherington and Mrs. Kerriek.....

drew with H. J. Armstrong and Mrs. Stafford Smith.....

Remedios and Miss C. Osmund (Recreio):—

lost to A. D. Humphreys and Miss Thomas.....

lost to Capt. Etherington and Mrs. Kerriek.....

lost to H. J. Armstrong and Mrs. Stafford Smith.....

K.C.C.'S LAWN BOWLS SUCCESS.

Easily Defeat Royal H.K. Yacht Club.

THE SPEY CUP.

The Kowloon Cricket Club playing off their tie in the Spey Royal Cup competition against the Royal Hong Kong Yacht Club, on the Craigengower green yesterday, won by 28 shots to 10.

Scores:—

K.C.C. R.H.K.Y.C.

H. Hampton E. B. Reed

J. Howe E. W. Carpenter

J. Fraser A. L. Shields

A. E. Silkestone W. Macfarlane

(Skip) / 28 (Skip) 10

THE OPEN LAWN BOWLS CHAMPIONSHIP.

During this week marked progress was made in the open lawn bowls.

Bowls Championship. U. M. Omar (Craigengower C.C. and this year's favourite) and A. Hyde Lay (Kowloon C.C.) successfully entered the second round proper.

The full results were as follow: U. M. Omar (C.C.C.) beat J. C. Lyal (K.C.C.) on the C.S.C.C. green by 21 shots to 13. Lyal held the lead up to the fifteenth head but fell away after his earlier successes.

A. Hyde Lay (K.C.C.) beat W. Ward on the K.C.C. green by 21 shots to 8. Holding the lead throughout Hyde Lay never looked like losing.

F. Goodwin (K.C.C.) beat L. A. Gutierrez on the K.C.C. green by 21 shots to 19. Commencing poorly Goodwin took the lead at the eighth head, and won an exciting long struggle by the narrow margin of two shots.

J. C. West beat E. L. Rapley on the K.C.C. green by 22 shots to 14. West succeeded in gaining an early lead and held this advantage to the end.

FINE TENNIS PLAYER PASSES AWAY.

Uncle of the Three Crawleys.

LORD'S SILVER RACQUET.

Mr. Henry Ernest Crawley, whose death is announced at the age of sixty-six, was a distinguished tennis player. Several times he won the Silver Racquet at Lord's, and represented Cambridge University at real tennis. He was also a prominent cricketer, and thrice captained Harrow.

Three nephews of Mr. Crawley attained a degree of fame in sports. "C.O.S." held the amateur "rackets" championship in 1929; "A.M." played cricket for Harrow, Oxford University, and Kent; and "H.G." is the present British golf champion, and played cricket for Cambridge University, Worcester, and Essex.

AT THE STAR

TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20 & 9.20

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Take it from Bill and Molly, love and marriage isn't what it was. They changed a long engagement to a three-hour courtship; the church to a dance hall; the organ to a saxophone; and the wedding march to red-hot jazz. An intensely human picture, full of human drama and human comedy. You'll love it.

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SUE CAROL

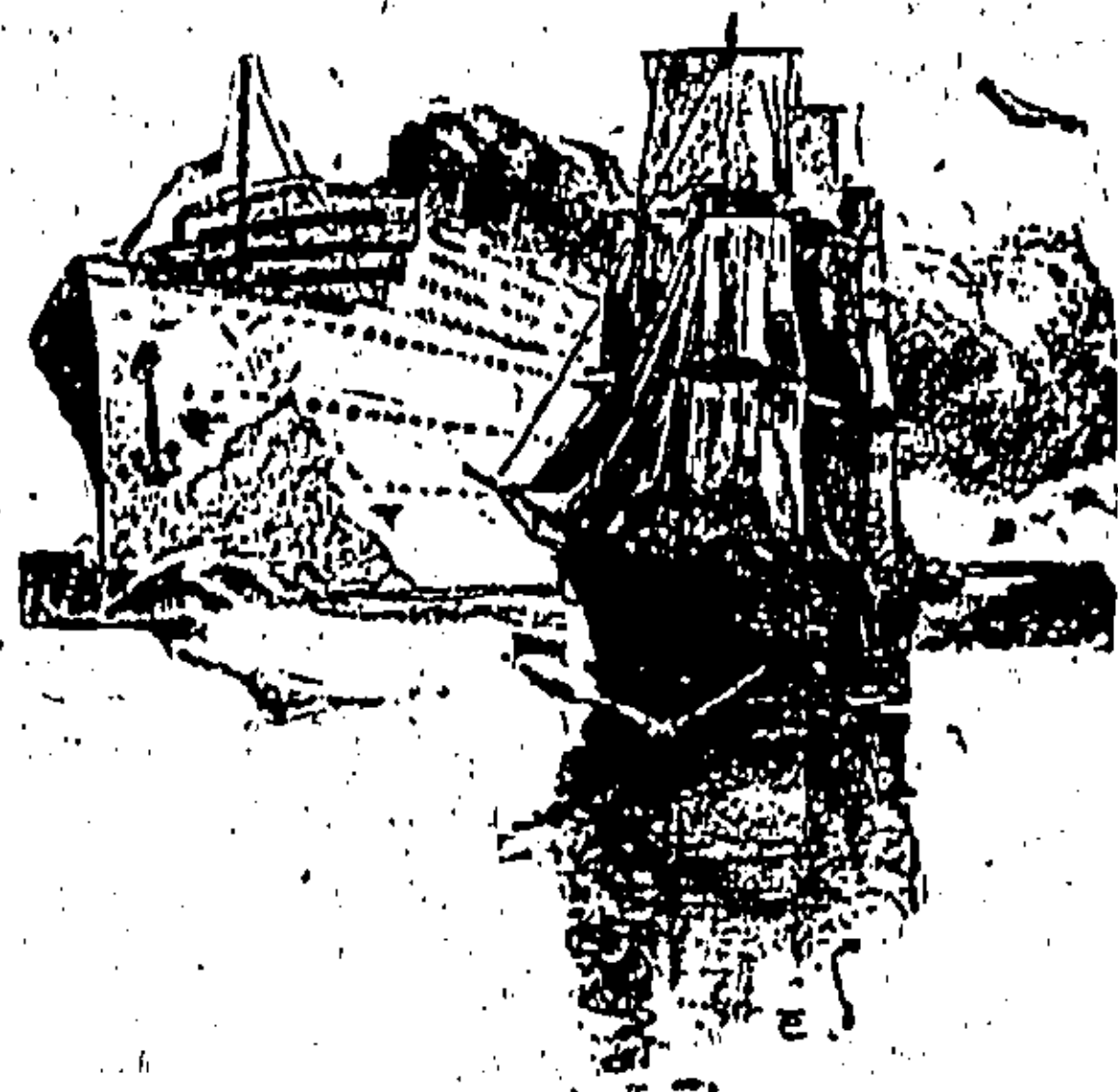
and a great cast

AT THE TO-DAY TO SATURDAY
WORLD At 2.30, 5.15, 7.15 & 9.20

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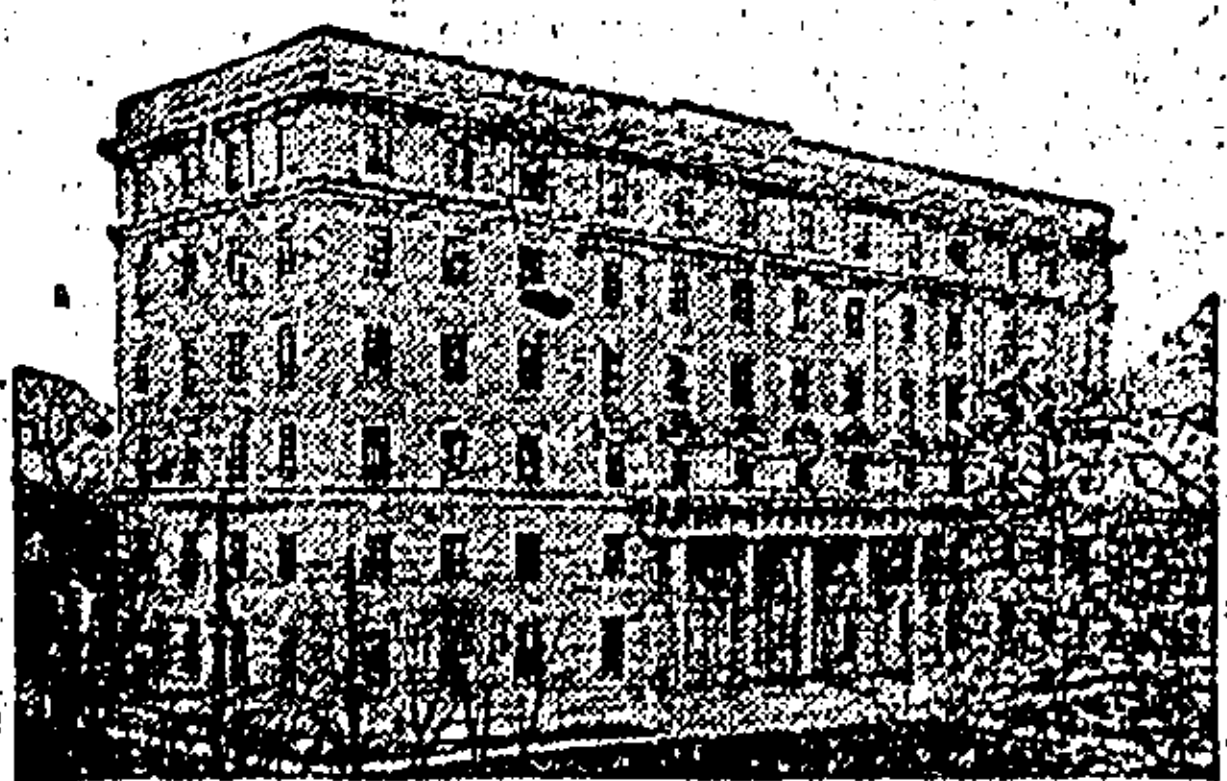


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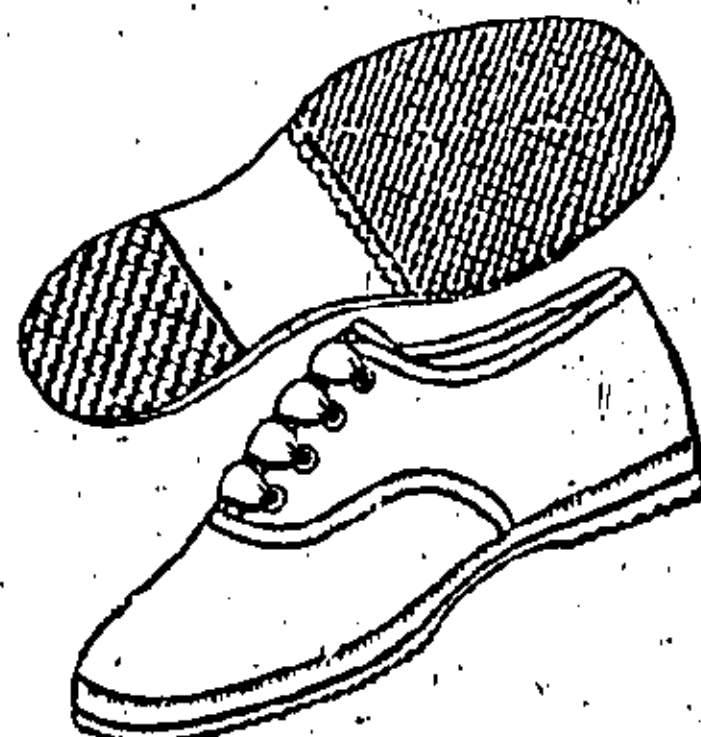
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Hong Kong, Thursday, July 23, 1931.

The Slave Trade.

The motion proposed by Lord Noel Buxton in the House of Lords yesterday, advocating the creation of an information office at Geneva to suppress the world's slave traffic, brings to light the appalling fact that there are over 5,000,000 people at present in a state of servitude in China, Abyssinia, Liberia, and Arabia. As the debate by the Lords shows, a very strong attitude is being adopted by the public of Britain in regard to this iniquitous trade, and the indignation is no less in virtue of the exposure that the League of Nations has done little of practical value to suppress it. Of course, the issue is an extremely complicated one. In the first place, there is the difficulty that many countries do not welcome interference with their own affairs; and, secondly, well-meaning reformers at home seem obstinately determined to regard the mul-tai system in China as slavery, which those who know anything about it will agree that it is not.

Slavery of the worst kind undoubtedly does still exist in the Red Sea, in spite of the vigilant co-operative efforts of the British, French and Italian Navies to stop it, and foreign travellers have brought back terrible tales of suffering and ill-treatment meted out to abducted negroes in Abyssinia. Until comparatively recent years the extensive slave trade flourished in North Africa, and the same is true of the East Indies, where, after being captured by

dealers, they were, to the number of about 10,000 annually, marched across the Sahara to Murzuk in Fezzan, from which place they were distributed to the northern and eastern Mediterranean coasts. Their sufferings on the route were dreadful; many succumbed and were abandoned. It was stated by a traveller that "anyone who did not know the way" by which the caravans passed "would only have to follow the bones which lie right and left of the track." The centre of the traffic in Morocco was Sidi Hamed ibn Musa, seven days' journey south of Mogador, where a great yearly fair was held. About 4,000 were thus annually imported, and an ad valorem duty was levied by the sultan, which produced about £4,800 of annual revenue. The control now exercised by the French over the greater part of Western Soudan has deprived Morocco of its chief sources of supply. Slavery, however, still flourishes in that empire, just as it does in the Red Sea, although the control of the seaboard by European powers has rendered the smuggling of slaves to Arabia and Persia a difficult and dangerous operation.

It is a matter of surprise, however, that the bitter opponents of the slave traffic in Eastern countries should have overlooked the disgraceful system of slavery which still exists in Russia and is known by the more respectable name of "forced labour." According to investigators, the conditions in these Soviet labour camps are every whit as bad as—if not in some cases infinitely worse than—those under which people are bought and sold and labour in Arabia and other Near East countries. The House of Lords debate was careful to overlook this question, possibly because it seemed an embarrassing reminder of the old saw to "keep one's own house in order," or "people in glass houses should not throw stones." For it would seem that the obvious reply of the slave trade countries to the reformers in Europe would be "eradicate the system from your own land before you interfere with ours."

In regard to the mul-tai system, we have already pointed out in these columns the exact conditions under which it exists in Hong Kong and in very few cases does it even approximate to what may be legitimately termed slavery. The system is a relic of the old days, when the Chinese, after being captured by

and Europe and the United States, and, as with the Far East, sometimes the children are well-treated and sometimes they are not. It is not uncommon to read in the London and New York papers of the brutal treatment meted out to children by their foster parents, whilst many young servant girls are beaten and ill-used by their mistresses. Not a great many years ago little boys were forced to climb up chimneys in England, and fire was lighted under their feet to make them move quickly. And numerous have been the cases in Britain where parents have cast their unwanted children into the unloving care of a "baby farm." The West has a great deal about which it prefers to be silent, and, whilst our well-meaning reformers are to be applauded for their determination to rid the world of an evil and inhuman traffic, they should be more careful to discriminate between the actual facts and the loose exaggerations of half-informed tale-bearers.

News in Brief.

The lowest open air temperature yesterday was 79 degrees. The humidity was 74 at 10 a.m. and 69 at 4 p.m.

Chiu Tim-sik, who was banished for life in 1930, was sent to jail, at the Kowloon Magistracy this morning, for one year, for disobeying the banishment order. He was arrested in Yau-mai by a detective, and said he had come back to obtain money to start a business.

Mr. A. C. Tinson, of the China Light and Power Co. (1918) Ltd., has reported to the Police that on Tuesday some person, whom he suspects to be a dismissed employee, stole from a kiosk at the junction of Argyle Street and Peace Avenue, Ho Mun-tin, three electric fuses, valued at \$75. From another kiosk in Soy Street nine electric fuses, valued at \$256, were stolen.

Chau Kan, a widow, who gave birth to a baby girl yesterday and then dumped the infant in Canal Road East, appeared before Mr. W. Schofield in the Central Police Court this morning. She pleaded ignorance of the law, and added that it was the custom in her country not to bury dead babies but to either dump them in the harbour or leave them on the Praya. A fine of \$50 was imposed.

Jagat Singh, an Indian guard, who was charged with using abusive and insulting language, assaulting Sub-Inspector H. B. Rogers and maliciously damaging his uniform at the A.P.C. installation, North Point, was again before Mr. Schofield at the Central Magistracy yesterday afternoon. Mr. Schofield found the charges proved, and imposed fines totalling \$106, these including the damage done to Sub-Inspector Rogers's uniform.

Before the Hon. Comdr. G. F. Hole, R.N. (retired), at the Marine Court, this morning, Lance-Sergeant W. Clark, of the Water Police, charged Tang Lin-kwai, coxswain of the motor boat Shing Foo with making fast alongside the s.s. Hong Kheng whilst she was flying the Q flag at the quarantine anchorage, at 7.40 a.m. on July 17, without the permission of the Port Health Officer. He was fined \$50 or one month's hard labour in default.

RED RIOTERS.

Policeman Injured in Berlin.

Berlin, Yesterday. There was a recurrence of rioting between Communists and their political opponents at Dortmund, late last night, when a policeman was seriously injured after he had fired his revolver, killing two rioters, and wounding two others.

DANGEROUS DOGS.

Suspecting rabies, Lance-Sergeant D. N. Watts, of the Argyl and Sutherland Highlanders, residing at 28 Camarvon Road, has sent his chow dog to Mr. Tan-Kok for observation.

FAMILY TYRANNY IN IRAK.

Married Couples Who Start in Debt.

OFFICIALS' PLAGUED.

Sidelights on life in Irak and on the customs of the country are given in the special Report, covering the years 1920-1931, drawn up by the British Government, as the Mandatory Power, for submission to the League of Nations.

Social life in the towns, it is stated, has perhaps undergone more changes during the past twelve years than during the previous three centuries.

The younger generation ask for improvements in the standards of living, but one of the clogs hindering the wheels of progress "is the tyranny of the family over the individual."

"A man," states the Report, "has no individuality, but is merely a member of the family, and family interests and dictates govern his every action."

"When a young man marries, while he admits that the custom is foolish, he nevertheless spends far more than he can afford to provide the customary presents of jewellery and the expensive three days' entertainment which custom prescribes. The result in the case of all but the very well-to-do is usually that the pair start their married life in debt."

"Nor does the tyranny of the family end with private life. No sooner does a man hold a Government post than his relatives plague him for special benefits and favours, and he is considered unnatural if he refuses."

"The younger generation of girls, who have been at school, as yet an insignificant fraction of the vast uneducated mass, are beginning to resent their family tyranny."

Of the mountain nomad, the Report states: "He lives in a black goat-hair tent, loves his freedom, asks no one's protection, and consequently soon even less reason than most men why he should pay taxes."

The camel is the key of the life of the nomad tribes of the plains, and education among the Bedouin is practically non-existent.

"The result of the education of the few who go to school is not entirely happy. They return to the tribe, if they return at all (and often enough they stay idly in the towns), to criticise their fathers and despise their women kind; they lose the old patriarchal manners and virtues, and lack the knowledge to rule their tribes; in short, they return unfitted for tribal life."

The Excise Department is busy arranging the various polling centres.

AEROPLANE HITS A CAR.

Hood Struck in Swoop Over a Road.

A party of motorists had an alarming experience while on their way to Bridgwater Market when, as they were proceeding across the Moorland Road, which divides the Royal Air Force aerodrome, near Weston-Zoyland, their car was struck by the tail of an aeroplane.

CHINESE LOTTERY ILLEGAL.

Heavy Fines on Club Officials.

I.G.P. IGNORED.

Holding that he could not look upon the tickets issued by the Chinese Athletic Association in connection with their sweep as being any different from lottery tickets which coolies brought backward and forward, Mr. E. H. Williams at the Central Police Court yesterday afternoon fined Mok Ying-kwai, of 73 Sin Hon Terrace, and Chong Shing-chung, of 2, Ying Wah Terrace, \$400 each.

Mr. T. Murphy (Assistant Director Criminal Investigation Department) conducted the prosecution and Mr. Hin-shing Lo appeared for defendants.

Mr. Murphy entered an additional charge accusing defendants of having been in possession, with a view to sale, of 1,715 lottery tickets at 53, Queen's Road.

Mr. Lo pleaded guilty to the new charge, the original counts being withdrawn by the prosecution.

Mr. Lo said that the object of organising the lottery was for building a club house in Canton and a bathing pavilion in Hong Kong at North Point. Leading members of the Chinese Athletic Association were out to raise a building fund for buildings in these two places.

Mr. Lo asked for a small fine to be imposed. He asked his Worship to bear in mind that the Ordinance was very broad and intended to cover cases other than the present one.

Mr. Murphy said that during the past three years numerous prosecutions had been brought before the Courts in respect of sporting clubs and firms for infringement of the Gaming Ordinance and he thought that, with one exception, the defendants had been cautioned. It was well-known that charitable organisations could put their applications through certain channels and they would be enlightened as to what they should do.

In the present case the Police only found out on June 2. It was submitted that there had been a deliberate attempt on the part of the organisers to evade the law. Standing alone the tickets were not an infringement of the law, while on the list of prizes there was no name or anything to identify it.

Continuing, Mr. Murphy said that the organisers should have approached the Inspector General of Police and put their proposal before him. He (Mr. Murphy) was sure the I.G.P. would have given it his utmost consideration and would have allowed some sort of drive to be run to raise funds, keeping within the scope of the Gaming Ordinance.

"My instructions," added Mr. Murphy, "are to ask for a substantial fine and to ask you to exercise your power under Section 11 and confiscate the tickets."

WEDDING.

Ceremony in the Union Church.

PRICE—JONES.

The wedding took place in the Union Church, yesterday, of Thomas John, second son of the Rev. J. Rhys Price and Mrs. Price of Llanvrttyd Wells, Wales, and Mary Enid, second daughter of the Rev. Hugh Jones and Mrs. Jones of Melbourne, Australia.

The bridegroom is on the staff of King's College and the bride is on the staff of St. Paul's College. There was a large gathering at the ceremony at which the Rev. E. G. Powell officiated.

The bride, who was attractively attired in green georgette, and carried a spray of yellow gladioli, was given away by Mr. E. C. Stewart, headmaster of St. Paul's College.

Mr. E. R. Price was best man. The service was fully choral, Mr. G. E. Longyear being at the organ.

After the ceremony, friends were entertained in the Church hall and the young couple left for Stanley, where the honeymoon is being spent.

Ten Years Ago.

[From the "China Mail" of July 23, 1921.]

To-day's dollar is worth 2/8½.

There are now no fewer than eleven American destroyers in port and anchored just off the Naval Yard they make picturesque sight. This makes a large influx of visitors and it is good to note that the Government is doing something for their entertainment. To-night, Sunday and Monday 800 men of the American Fleet will be given the opportunity of visiting the World Theatre, where the big fight between Williams and Dempsey is being shown.

OVERSEAS LEAGUE
BRANCH.

"At Home" Fixed for
August 7.

MEMBERSHIP DRIVE.

Friday, August 7, has been decided upon for the holding of an "At Home" organised by the local Branch of the Overseas League.

The main object of the "At Home" is to co-operate with the headquarters of the League in London in its endeavour to increase its membership. The Overseas League this year celebrates its majority and, therefore, this "At Home" is a fitting occasion whereby all local members will have an opportunity of meeting one another.

As an organisation the League needs no introduction. So well-known has it become since its inauguration twenty-one years ago, that to-day it boasts of a membership of 47,000 and it has branches and a chain of Honorary Corresponding Secretaries throughout the world. A drive is being made this year to bring its membership up to 50,000 by October 1.

The objects of the League are most laudable, and a knowledge of them should be a sufficient incentive to every British resident to enrol. The main objects of the League are as follows:—

1. Draw together in the bond of comradeship British citizens of the world over;
2. To render individual service to the British Commonwealth of Nations;
3. To maintain the power of the Empire and to hold to its best traditions;
4. To help one another.

Its creed is "Believing the British Empire to stand for Justice, Freedom, Order and good Government, we pledge ourselves as citizens of the British Commonwealth of Nations, to maintain the heritage handed down to us by our fathers."

The "At Home" is to be held in the Helena May Institute on the date mentioned above from 5-6.30 p.m. His Excellency the Governor and Lady Peel have signified their intention of being present, whilst Mrs. E. R. Hallifax has kindly consented to act as hostess.

As far as possible notification of this "At Home" has been sent to all resident members, but the Secretary wishes it to be known that any member who has not until now been aware that the function is to be held and who wishes to attend may forward their names, whereupon an invitation will be issued to them. As there are no local funds to draw upon, a charge of \$1 per person is being made. All members are requested to bring along at least one potential member. The arrangements are in the hands of the Secretary, Helena May Institute, Hong Kong, to whom all correspondence should be addressed.—Communicated.

POLICE RESERVE.

Chinese Company on
Parade.

APPEAL FOR RECRUITS.

The Chinese Company, Hong Kong Police Reserve, were paraded at Central Police Station drill ground yesterday, when the Hon. Dr. S. W. T'so, their Honorary Commissioner, addressed them. Several prominent Chinese were also present.

Dr. T'so made a plea for an increased enrolment in the Chinese Company, assuring prospective recruits of a hearty welcome to the ranks. The Reserve body were not expected to take the place of the regular Police but were expected to learn the duties so that they might be called upon in an emergency. The Reserve were essentially a body of volunteers.

The Chinese Company had a very good record, and its services had been much appreciated in official quarters. A recent appeal had produced \$2,800 for the benefit of the Company's Club. Thanks were due to the public-spirited donors.

After thanking the officials who took such an interest in the Company, Dr. T'so distributed booklets which exempted the bearers from search by the Police, under certain conditions.

MILITARY CADETS.

Relatives of Chinese
Leaders.

Tokyo, Yesterday.—Among the cadets graduating this morning at the Military Academy, in the presence of the Emperor of Japan are Chiang Kai-shek, Generalissimo of China, and his relatives, including his wife, Madame Chiang Kai-shek, and his children, and also the relatives of other Chinese leaders.

ROUND THE LOCAL
CINEMAS.

Reviews from Official
Sources.

"SKIPPY."

"Skippy," now showing at the King's Theatre, is a Paramount picture and a beloved hero of cartoons and novel; he was fifteen years old before he gained recognition.

It took that long for Percy Crosby, the creator, to sell newspaper and magazine moguls on the idea that he had a "kid" the public would adore.

"Skippy" was born when Crosby was nineteen, but not until three years ago as the cartoonist neared the age of thirty-four, was the famous "kid" successfully syndicated.

The little cartoon character has been called "the boy of a million friends," "the most human boy of the comic pages," "the universal boy spirit of America."

Crosby was born in Brooklyn and early manifested his artistic bent, using it by turns to charm and dismay his teachers.

Before he was six his parents moved to the "country" on the north shore of Long Island, where he got much of the environment with which he later endowed his cartoon strip, "Skippy."

He graduated from high school, art school, and making the rounds of New York newspaper offices, met the usual fate of an "unknown," with an occasional kind-hearted editor here and there agreeing that the "stuff wasn't so bad," or "showed a touch of promise."

He dropped "Skippy" to go overseas with the A.E.F., being commissioned a lieutenant of the first Plattsbury camp, and emerging at the Armistice with a captain's rating. While in France on special assignment as a bayonet instructor in a student camp, he did topical contributions for the "Stars and Stripes," official paper of America's fighting men overseas.

"LORD RICHARD IN THE
PANTRY"

Good cinema-news has again been set by the Central Theatre that they are to screen another British all-talking comedy on the coming Sunday. It is "Lord Richard in the Pantry," a story adapted from the stage-play which has given London many a good laugh.

The picture has Richard Cooper, the foremost British comedian who has stormed London with laughter, in the leading role, with a great cast of screen favourites.

The story centres on one Lord Richard, who, in the excitement of searching for certain mislaid valuable documents he forgets to don his nether garments, but fortunately he possesses a butler of no small standing, who successfully screens his scantiness from curious feminine eyes. Added to his misfortune are a fluttering heart and a need for a guiding hand home-wards, whenever he dines abroad.

As Chairman of a Company interested in the development of a new seaside resort he has presumably issued a prospectus visualising a future super Brighton, but actually this dream of dreams develops into nothing but marsh, so a washout would be an exceedingly apt description of both chairman, company, and assets.

To escape angry shareholders, he seeks disguise, and after adding side face ornaments, and getting into a suit such as could only be bought in Petticoat Lane, he suc-

cessfully applies for a position as butler.

He handles the situation as only an amateur could, and incidentally falls for female servants, burly hooligans, sparkling jewels, and deals magnificently with the combination offer from the lady.

At the fall of the curtain, he tells the girl to make an impression on his pillow, so that's all right; the cook has arranged for an impression to be made on her pillow, so that's all right, and with the aid of flat irons the pantry has been well cared for, so an impression can be expected there in due course, so that's all right.

"LIGHTNIN'."

The famous Comstock gold mine at Virginia City, Nevada, may have yielded close to a billion dollars in gold, but Virginia City has produced for Will Rogers, distinguished wit and humorist, whose latest Fox Movietone "Lightnin'" coming to the King's Theatre next Sunday, something more precious than gold. It is the bed in which General Grant slept at Virginia City before he became President of the United States.

It was at this old town, once inhabited by 30,000 persons but now deserted, that Mark Twain worked in the mines and where he, later, entered upon his newspaper career that led to the lecture platform. Henry King, the director of "Lightnin'," was told that the bed in which Twain slept was still at Virginia City, so he dispatched Harry Oliver, art director, to get it for the picture.

On reaching the town, Oliver discovered that Twain had never had a bed—that he'd slept under a tree, covered by an old blanket. However, at an old house the director found the bed in which General Grant had slept when he visited the Comstock mine so many years ago. Pictures of Grant are still on the walls and a banner reading "Welcome to Grant" still adorns the interior walls of the building.

The old-fashioned and much worn bed was used in one of the scenes of "Lightnin'" after which it was presented to Rogers, who sent it to his Beverly Hills home where the famous wit and humorist proudly exhibits it to interested callers.

Louise Dresser, Joel McCrea and Helen Cohan have the chief supporting role in "Lightnin'."

"ONCE A SINNER."

How many men were married and never know of the past in the life of the girl they wedded?

In "Once a Sinner," Fox movietone production, which comes to the Central Theatre to-day for an engagement of three days, there is seen and heard from the screen one of the most human, pulsating, direct and dramatic stories of the current year.

Directed by Guthrie McClintic and featuring Dorothy Mackall, the story deals with a girl, orphaned at an early age, striving and struggling to make a living as model, craving the luxuries that every girl craves and finding the only way to get them was via the easiest way.

She encounters her first real love with a young inventor who marries her, but before so doing, she insists on telling him of her past and of the other man.

Whether that was the right thing to do has been debated for centuries, but in this picture the subject is handled with logic, with daring, and with artistry.

Joel McCrea, John Halliday and C. Henry Gordon head a brilliant supporting cast, which includes

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

6-6.30 p.m.—A Concert.

Band—Pas Des Cymbales (Chaminade), The Band of H.M. Coldstream Guards (C1501).

Song—Parted (Tosti), Essie Ackland (Contralto) (C1702).

Violoncello Solo—Musette (Bach-Pollain), Pablo Casals (1394).

Song—Mountain Lovers (Squire), John Turner, Tenor (C1343).

Piano Solo—Impromptu in A Flat (Schubert), Ignace Jan Paderewski (6628).

Vocal Duo—The Keys of Heaven (Broadwood), Alice Moxon and Stuart Robertson (C2014).

Violin Solo—Fragrant Serenade (Lehar-Kreiser), Fritz Kreisler (1158).

6.30-7 p.m.—Waltzes.

Potpourri of Waltzes, Kiriloff's Balalaika Orchestra (C1917).

Gipsy Love (Lehar), Sweetheart (Strauss), International Concert Orch. (C1402).

Jolly Fellows (Volstead), Amoureuse (Berger), International Novelty Orch. (C1882).

7.05-7.40 p.m.—Variety.

Song—That's How I Feel About You, Sweetheart, Thoughts of You, Gracie Fields (Comedienne) (B3170).

Plantation Songs, Paul Robeson, Bass (C1585).

Dialogue—Our Village Concert, Syd Howard, Vera Pearce and Leonard Henry & Company (C1782).

Humorous Song—I'm Blase, Prophecies, Norman Long (C1235).

7.40-8 p.m.—Musical Comedy.

The Girl Friend—Vocal Gems (Rodgers), Light Opera Co. (C1309).

Lido Lady—Selection (Rodgers), Savoy Orpheans (C1810).

8 p.m.—Local Time & Weather Report.

8.03-10.30 p.m.—Chinese Studio Concert.

10.33 p.m.—Close Down.

Sally Brane, Ilka Chase, Clara Blau, and Ninette Farr.

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Frederick Lonsdale, British dramatist and author, was one of the privileged few to view Charlie Chaplin's "City Lights," returning to the Queen's Theatre on Sunday, before it was placed on public exhibition.

"It is magnificent," declared Lonsdale. "It has everything. A riot of wit and broad comedy, shot through with pathos. In my judgment, I think it is the best thing Chaplin has ever done. I believe that future generations will resurrect Chaplin's tailored comedies and study them as reverently as they now study Italian primitives. He will be spoken of as people now speak of Grimaldi, only his fame will be a hundredfold greater than Grimaldi's because the film audience is universal."

The story runs true to life in a big city. Chaplin plays the part of a tramp and the other prominent members of the cast are Virginia Cherrill and Harry Myers. There is no dialogue in the production but the picture is fully synchronized with music and sound effects.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN CHINA MAIL.

Entertainments.

To-day—King's Theatre; "Skippy."

To-day—Queen's Theatre; "The Easiest Way."

To-day—Central Theatre; "Once a Sinner."

To-day—Majestic Theatre; "Monte Carlo."

To-day—World Theatre; "What a Man."

To-day—Star Theatre; "Dancing Sweeties."

Home Malls.

To-day—Inward from Europe via Negapatam (Hakozaki Maru); from Europe via Siberia (Empress of Asia).

To-morrow—Outward for Europe via Siberia (Hakozaki Maru), 3.30 p.m.

Lammert's Auctions.

July 29—At 92B, Nathan Road (Top Floor), Kowloon, household furniture, 10.30 a.m.

July 29—At 76A, Nathan Road (1st floor), Kowloon, household furniture, 10.30 a.m.

July 31—At Godown No. 18, Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, miscellaneous goods, 10 a.m.

Sports.

See Sports Diary on Page 5.

Land Sales.

July 27—At P.W.D. Offices, two lots of Crown land, 3 p.m.

RENEWAL OF
CREDITS?

(Continued from Page 1.)

The Daily Telegraph says:—"The practical problem is that of devising means to check further withdrawal of short-term credits from Germany, to set the tide of vitally renewed capital flowing in the reverse direction. It will have been rendered less difficult on account of the success of the German Government in combating, by measures of unhesitating rigour, the collapse of confidence among its own citizens last week, and by proofs given generally of its determination to set its own house in order to the limits of the nation's capacity."

The Daily Herald, referring to the withdrawals of gold from London, says no attempt has been made by the Bank of England to check the flow of gold to the continent so far. No divergence from the normal business of the bank has been, or will be, contemplated for one moment. To-day the bank has gold reserves totalling approximately \$151,000,000. According to the Macmillan Committee, its reserve could fall to \$55,000,000 with perfect safety. In other words, another \$75,000,000(?) could go without danger. It is extremely improbable that anything like that amount will be taken.—British Wireless Service.

HOTSON'S ESCAPE.

Two Shots Fired by
Student.

STUD STOPS BULLET.

Poona, Yesterday.—A student fired two shots at Sir Jeb Hotson, the Acting Governor of Bombay, while he was inspecting Ferguson College.

Sir Jeb Hotson was unhurt and himself overpowered his assailant. It was later disclosed that Sir Jeb Hotson had a miraculous escape, as one bullet penetrated his coat just above the heart, and was stopped by the metal stud of his pocket-book. The second bullet went wide.

The attempt was made as the Acting Governor was entering the college reading room. The student was immediately taken into custody and a second revolver, fully loaded, was found in his possession. Sir Jeb Hotson continued his inspection of the college, apparently unperturbed.—Ref. Ser.

PLANE SERVICES.

Sir A. Cobham's New
Venture.

London, Yesterday.—Sir Alan Cobham, with a staff of two engineers, two photographers and a wireless operator, took off this morning from Rochester on a 12,000-mile flight via the Mediterranean and Nile Valley to the high altitude lakes in Central Africa in order to investigate the possibility of operating planes regularly across Africa from east to west, and provide an alternative route to the Mediterranean and Straits of Gibraltar for air-borne trade from India, the Far East and Australia.

The link for this route along the high altitude lakes is not yet thought of.

Sir Alan Cobham is flying a ten-ton Short British biplane, the machine being fitted with a special

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—You'll Be Mine in Apple Blossom Time.

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—Fascinating Little Lady.

DB495—I'll Keep You in My Heart Always.
—River, Stay 'Way From My Door.

DB473—Indiana Sweetheart.
—By a Lazy Country Lane.

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—Without a Song.

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NOTICE.

Will our numerous customers please note that on and after MONDAY, July 27th, our principal Hong Kong Depot will be at 60, Queen's Road Central, Tel. No. 21279 (50 yds. west of Queen's Theatre), for the collection of Laundry, Drycleaning or Dyeing Orders; also a Special Valetaria Service will be installed. Suits, Gowns, etc., can be Steam Pressed on the premises within 20 minutes, while your servant waits.

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Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. "VENEZIA-L"	Aug. 2	Aug. 2
* S.S. "TEVERE"	July 28	Aug. 9
M.V. "HILDA"	July 27	Aug. 30
* S.S. "GANGE"	Aug. 19	Sept. 9
M.V. "COL DI LANA"	Aug. 24	Sept. 27
* S.S. "CRACOVIA"	Sept. 22	Oct. 4

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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$75 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 5th August.
ASAMA MARU	Tuesday, 18th August.
TAIYO MARU	Tuesday, 25th August.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 28th July.
HIKAWA MARU	Tuesday, 25th August.
HIYE MARU	Tuesday, 25th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Monday, 27th July.
YASUKUNI MARU	Saturday, 8th August.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 25th July.
KAMO MARU	Saturday, 22nd August.
KITANO MARU	Tuesday, 28th July.
BOMBAY via Singapore, Penang, & Colombo.	Tuesday, 28th July.
† TOKUSHIMA MARU	Tuesday, 28th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Tuesday, 28th July.
HEIYO MARU	Tuesday, 28th July.
NEW YORK, BOSTON via Panama.	Sunday, 2nd August.
† ATAGO MARU	Sunday, 2nd August.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Wednesday, 12th August.
† DELAGOA MARU	Wednesday, 12th August.
CALCUTTA via Singapore, Penang & Rangoon.	Wednesday, 29th July.
† MALACCA MARU	Wednesday, 29th July.
SHANGHAI, KOBE & YOKOHAMA.	Friday, 24th July.
† HAKOZAKI MARU	Monday, 3rd August.
† TOYOHASHI MARU	Monday, 3rd August.
TERUKUNI MARU	Thursday, 6th August.

† Cargo only.
For further information apply to: NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs.	3rd Sept.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN.	Africa Maru	Thurs.	6th Aug.
THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singa- pore & Colombo.	Melbourne Maru	Thurs.	6th Aug.
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila, Japan Ports (Frequent Services).	Tacoma Maru	Thurs.	28th July
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon.	10th Aug.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansai Maru	Tues.	15th Sept.
BOMBAY via Singapore, Penang & Colombo.	Celebes Maru	Mon.	3rd Aug.
CALCUTTA via Singapore, Belawan, Deli & Rangoon.	Himalaya Maru	Sat.	1st Aug.
HAIPHONG via Hanoi & Pekoi (Fortnightly).	Menado Maru	Thurs.	6th Aug.
KEELUNG via Swatow & Amoy (8 p.m. every Sun- day).	Deli Maru	Thurs.	30th July
TAKAO via Swatow & Amoy (Fortnightly).			

For further particulars please apply to:
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Telephone 23651.

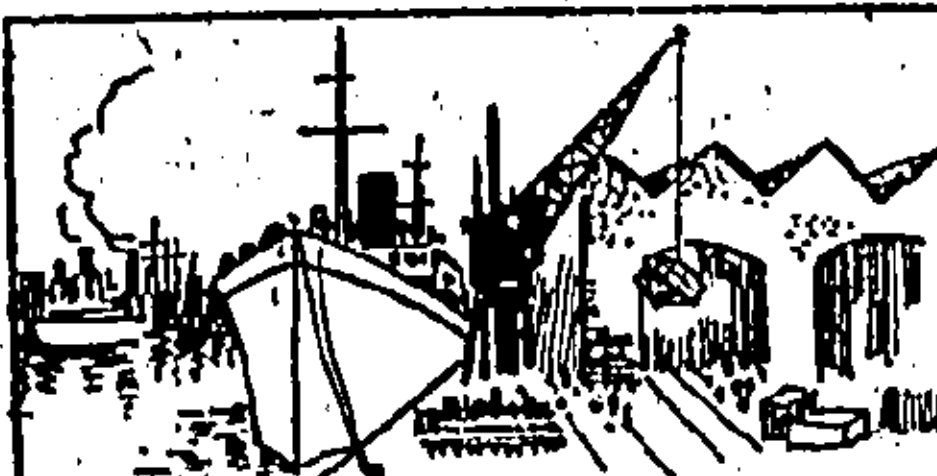
BRITISH WUCHOW LINE

SAILING DATES FOR JULY, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	SAT. 25th	MON. 27th	TUES. 28th	WED. 29th
TAI HING	TUES. 28th	THURS. 30th	FRI. 31st	SAT. 1st
TAI KONG	FRI. 31st	SUN. 2nd	MON. 3rd	TUES. 4th

Ports of Call—Samshui, Shuangling, Takling & Doshing.
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Shipping Intelligence

FIRST TIME HERE.

The American Steamer
Shelton.

The American s.s. Shelton paid its first visit to Hong Kong yesterday, arriving in port at 6.45 a.m. and moored to the A7 buoy. She brought 200 tons of general cargo for Hong Kong and 219 tons of through cargo.

The vessels, which is under the command of Captain G. E. Frankard, has a crew of 28 Americans and 7 Asiatics. She sailed East from Tacoma, Washington, on June 19, and after calling at Kobe came direct to Hong Kong, leaving the Japanese port on July 14. After discharging cargo she left here at noon for Manila. There are no passengers on board.

Owned by the Tacoma-Orient s.s. Co., (the States s.s. Co. local agents), the Shelton, which was formerly the Cuprum, is a steel screw steamer of 6062 (3770 net) tonnage. She was built in 1920 by the Pacific Coast Shipbuilding Co., Bay Point, California, and was registered at Tacoma.

Her dimensions are: Length 402.5; breadth 53.0; depth 32.0.

ARRIVALS OF SHIPS.

Tuesday, July 21.
Aletta, Dutch str., 1,572 tons, Captain C. Mommaas, from Balikpapan; North Point—A.P.C.
Nitto Maru, Japanese str., 1,278 tons, Capt. E. Yamamoto, from Canton, buoy No. B23—O.S.K.
Suisang, British str., 3,329 tons, Capt. C. M. Boas, from Amoy, buoy No. A9—J. M. & Co.
Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from K. C. Wan, buoy No. B19—Wo Hop & Co.

Wednesday, July 22.
Antiochus, British str., 5,772 tons, Captain W. Y. Dougall, from Shanghai, buoy No. A1—B. & S.
Clara Jensen, Danish str., 1,145 tons, Capt. K. Dahl, from Saigon, buoy No. C4—Chang Tong Ha.

Diomed, British str., 6,353 tons, Captain W. A. Turner, from Shanghai, buoy No. A2—B. & S.
Haining, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf—Douglas S.S. Co.

Haldia, British str., 1,144 tons, Capt. W. Lee, from Hoihow, Hok Uen Anchorage—Wo Fat Sing.

Helikon, British str., 1,220 tons, Capt. W. Anderson, from Saigon, buoy No. B3—Wo Fat Sing.

Hozan Maru, Japanese str., 1,383 tons, Captain H. Oyama, from Swatow, O. S. K. Wharf—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf—Chiu On S.S. Co.

Jogusun Maru, Japanese str., 865 tons, Capt. Y. Nakagawa, from Keelung, Yaumati Anchorage—M.B.K.

Kumakata Maru, Japanese str., 1,347 tons, Capt. E. Kawamoto, from Keelung, Yaumati Anchorage—M.B.K.

Kwangtung, British str., 1,572 tons, Capt. A. F. Summerfield, from Swatow, buoy No. B12—B. & S.

Kwongsang, British str., 1,428 tons, Capt. Hendry, from Canton, buoy No. B1—J. M. & Co.

Shelton, American str., 3,770 tons, Captain G. E. Frankard, from Kobe, buoy No. A7—States S.S. Co.

Sibigo, Dutch str., 1,594 tons, Capt. M. J. Holtkamp, from Samarinda, Yaumati Anchorage—J.C.J.L.

Tacoma Maru, Japanese str., 3,642 tons, Capt. H. Kanegae, from Singapore, Kowloon Wharf—O.S.K.

Tainan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B9—B. & S.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Tanjong Pandan, buoy No. A12—J.C.J.L.

STEAMERS' MOVEMENTS.

The P. & O. s.s. Perim left Shanghai for this port on July 21 at 2 p.m., and is due here on July 24 at about 6 p.m.
The B.I. s.s. Sirdhana will leave Amoy for this port on July 25 p.m., and is due here on July 28 p.m.

"SPECIAL CLASS."

New Service Offered by
Dollar Line.

REDUCED RATES.

That the well-known trans-Pacific President liners of the American Mail Line to Seattle will offer "Special Class" accommodations to the travelling public, was the important announcement made yesterday by Mr. T. B. Wilson, General Agent. This new service will begin with the President Cleveland, sailing from Hong Kong on September 6, for Seattle via Canada.

"These new accommodations will make it possible for the line to offer another high grade passenger service from the Orient to Seattle in addition to the first class service," stated Mr. Wilson. "The arrangements now being instituted will make no change in the high standard of our regular first class service, which will be improved rather than modified by the alterations now taking place."

"The 'Special Class' accommodations will include 'outside' state-rooms, exceedingly attractive public quarters such as lounge, smoking room and promenade deck, barber shop, beauty parlour, and practically all the equipment offered in the first class passenger quarters, only, of course, on a slightly modified scale. The high standard of President liner cuisines will be maintained."

"These new facilities are designed especially to meet the requirements of a great number of travellers who wish to visit America or go through to Europe at moderate cost, yet who wish to assure themselves of an ocean service fully equivalent to the American standard of living. The 'Special Class' rates from Hong Kong to Victoria or Seattle will range from \$5198 to \$5263, the latter including cabin with private bath."

WATER LEVELS.

Details for West, North
and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	July 20	July 21
West River at Shihung	33.3	—
North River at Samshui	—	—
North River at Tsingyuen	21.2	21.2
East River at Sheklung	7.9	7.7
The level at Tsingyuen on the 18th inst. was 13.4 feet.		
The highest levels recorded are:—Shihung, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.		
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.		

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Benary are reminded to take delivery of their goods which will be subject to rent after July 27.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place, and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

July 23 to 29, 1931.

DATE	HIGH WATER	LOW WATER
July	Standard Time	Standard Time
Thurs. 23	03.28	01.10
Fri. 24	03.50	01.21
Sat. 25	04.14	01.33
Sun. 26	04.40	01.45
Mon. 27	05.07	01.57
Tues. 28	05.35	02.09
Wed. 29	06.04	02.21

SOVIET SHIPS.

International Body's
Warning.

Whatever, taking only the short view, the British shipbuilding industry might think of the proposals that this country should grant the Soviet Government credits for building ships in these islands, leaders of the shipping industry have viewed the suggestions with grave concern (says a Home paper). This attitude has not been confined to British shipping, for the proposals were the subject of a critical resolution passed recently by the directors of the Baltic and International Maritime Conference, which represents 21 maritime nations and upwards of 12,000,000 tons gross. The shipping industry is now suffering from a great excess of the supply of tonnage over the demand for it. The Chamber of Shipping estimated that at the beginning of this year about 7,629,000 tons gross of all nationalities was laid up idle. In the circumstances of a big excess of shipping which has long existed and is still apparent, the idea of adding to the existing supply by means of credits seems to them hardly worthy of consideration by serious people. Tonnage of the most efficient kind, including quite new shipping, has had to be laid up for lack of employment, and among the influences which have contributed to these deplorable conditions the financial aids given by Governments in the past for the construction of tonnage are held to be important. Vessels were built before there was any real demand for them, and these have helped to flood the market. Shipping leaders protested against the granting of financial aids, but their advice was overruled, and the needs of the shipbuilding industry for work were held to be paramount.

Prospect of Cheaply Worked Tonnage.

The industries are now certainly suffering from the production of tonnage which was not justified by the state of commerce, and would not have been built if it had been necessary to try to raise the funds in the ordinary way and to show the need for it. The lessons of past mistakes are so obvious that the possibility of the repetition of the blunders seem to shipping leaders to raise issue of the most formidable kind for the future of the shipping industry. The proposal that facilities should be given for the sale of existing tonnage is clearly of a rather different class. If this were done there would, at any rate, be no additions to the existing surplus. The view of the board of the Baltic Conference, as expressed in their resolution, was that no legitimate objection could be raised to the Soviet port of its cargoes so long as the necessary Government's obtaining tonnage for the transport capital was provided by the country itself, but the board entered a warning against the dangers involved in the advance of credit. Further, the shipping industry of the world has had disastrous examples of what Government competition means when this is maintained without any regard to the losses involved, which are met by the taxpayers of the countries concerned. The prospect for all engaged in the shipping industries of the world would admittedly not be cheerful if increased numbers of Russian ships were to be manned by crews receiving only a fraction of the rate of pay earned by seamen in other mercantile marines. Large numbers of British officers and seamen are wanting employment urgently to-day—there are the ships waiting for them, there are managements scanning the world for any employment that would cover the costs and involve them in serious losses, and the only thing that is lacking is freight.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bridgewater—North arm.
Caradoc—West wall dock.
Moorhen—in dock.
Odin—East wall.
Otus—East wall.
Seymour—South wall.
Seraph—North arm.
Stornoway—South wall.
Tamar—Basin.
Foreign:—
Adamastor—Portuguese cruiser.
Argus—French gunboat.
Mindanao—American gunboat.

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Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	—	Aug. 17
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	—	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	—	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	—	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	—	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	—	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	—	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	—	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Empress of Asia

Sails for

MANILA

5 p.m. FRIDAY, 24th July

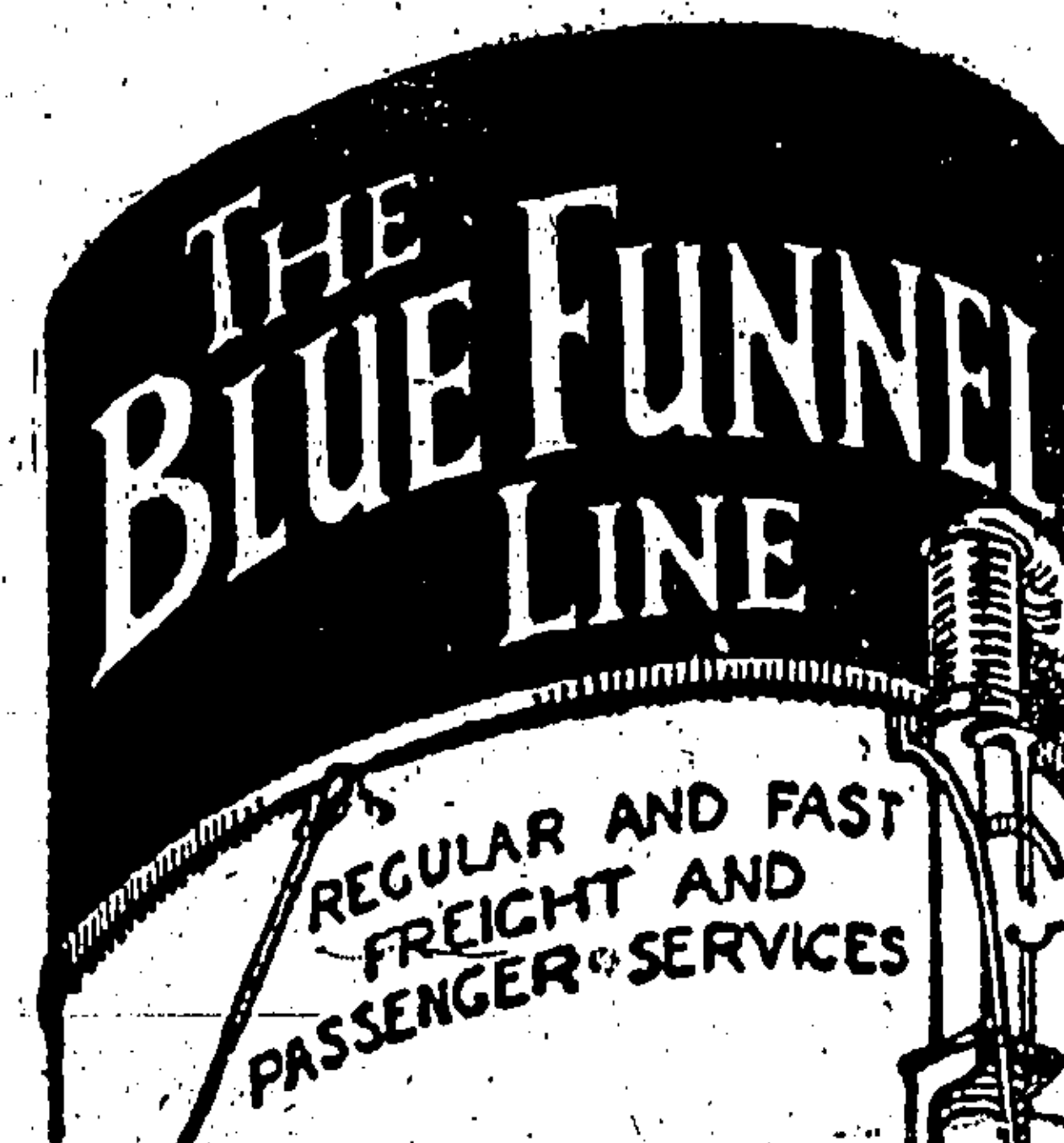
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Freight 20042. Telephone Hong Kong All Depts. NAUTILEUS: Freight Dept.



LONDON SERVICE.

"ANTENOR" 6th Aug. For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow.
"PHILOCTETES" 18th Aug. For Port Said, Marseilles, London, Rotterdam and Hamburg.

LIVERPOOL SERVICE.

"LAOMEDON" 21st Aug. For Port Said, L'pool, Havre & Glasgow.
"EUMAEUS" 1st Sept. For Port Said, L'pool, Havre & Glasgow.

NEW YORK SERVICE.

"BREXENOR" 7th Aug. For Boston, New York, and Baltimore via Philippines and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TYNDAROS" 20th July For Victoria, Vancouver & Seattle.
"PROTESILAUS" 22nd Aug. For Victoria, Vancouver & Seattle.
"LEXION" 17th Sept. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"HECTOR" Due 23rd July For Shanghai, Tsingtao, Weihaiwei, Taku, Chiananagao and Dairen.
"AGAPENOR" Due 3rd Aug. For Shanghai, Kobe & Yokohama.
"EUMAEUS" Due 8th Aug. For Shanghai & Hankow.
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For freight, passage rates and information apply to the undermentioned.
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(Overseas Travellers on 8/6) 2/6

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTAE	Aug. 11	Aug. 13	Sept. 13	Oct. 4
TAIPING	Sept. 1	Sept. 3	Oct. 23	Nov. 4

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QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

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S.S.	Tonn	From Hong Kong About	Destination.
*PENIN	7,700	25th July	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KHYBER	9,000	1st Aug.	Marseilles, London, Edam & A'werp
*KIDDERPORE	8,300	5th Aug.	Straits, Colombo & Bombay.
*SOMALI	6,900	8th Aug.	Marseilles, Gibraltar, Havre, London, Hamburg, Rotterdam & Antwerp.
*RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
*IPADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Ant- werp & Hull.
*ALIPORE	5,300	2nd Sept.	Straits, Colombo & Bombay.
*CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SOUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Ant- werp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
§ Calls Karachi & Port Swettenham.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*SIRDHANA	8,000	28th July	Singapore, Penang & Calcutta.
*TILAWA	10,000	5th Aug.	Singapore, Penang & Calcutta.
*SANTHIA	8,000	23rd Aug.	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

VELLORE	7,000	1st Aug.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd Sept.	& Melbourne.
NANKIN	7,000	2nd Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
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Hong Kong to Sydney—19 days.

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Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN. Cheap Summer Trips to Japan, June to Sept.

SANTHIA	8,000	31st July	Amoy, Moji, Kobe, Y'hama & Osaka.
KARMALA	9,000	31st July	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	7th Aug.	Shanghai, Moji, Kobe, Osaka & Y'hama.
*SOUDAN	6,800	8th Aug.	Shanghai, Kobe & Yokohama.
CATHAY	15,000	14th Aug.	Shanghai, Kobe & Yokohama.
ITALMA	10,000	14th Aug.	Amoy, Moji, Kobe & Osaka.
*NANKIN	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
TAKADA	7,000	28th Aug.	Amoy, Moji, Kobe & Yokohama.
KALYAN	9,000	28th Aug.	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,500	31st Aug.	Shanghai, Moji, Kobe, Osaka & Y'hama.

* Cargo only. † Calls Nagoya.

‡ Calling Wei-hai-wei, Tientsin & Shanghai on return from Japan.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans on Punka Louvre System free
of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.

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ways and can accommodate any craft of 200 feet long.
TOWNS OFFICE: 54, Connaught Road Central, Hong Kong. Tel. 2545.
SHIPPING: Sham-shui-pa, Kowloon, Hong Kong. Kowloon Tel. 5764.
Estimates furnished on application.
Hong Kong, April 1, 1931.

LONG VOYAGES IN BALLAST.

Britain to Australia
Empty.

Ballast voyages, unfortunately,
are now very common (says a
Home paper). There are the
steamers which are making the
long voyage from this country to
Australia empty, and other vessels
for which coal cargoes to Port
Said were secured have proceeded
thence to Australia in ballast, a
passage of about 7,500 miles.
There has been some comment in
the freight markets this week on a
steamer which recently proceeded
from South Wales to Port Said
with coal and is now to return along
the Mediterranean (a distance of
about 1,900 miles), and then is to
steam across the Atlantic, through
the Panama Canal, and down the
Pacific coast to Chile to load
nitrate, making a total steaming
distance in ballast of more than
8,000 miles. The outward freight
to Port Said was 8s. a ton, from
which has to be deducted loading
expenses and port dues and dis-
charging costs at Port Said, while
the homeward freight is 20s. 9d.,
with extra rates for discharge at
Mediterranean or Adriatic ports
or Alexandria. Another vessel is to
make the long voyage from
Europe to Chile empty in order to
load a cargo of nitrate there. Yet
another type of ballast voyage has
been that of steamers which have
proceeded to Port Said with coal,
have then steamed empty to Dur-
ban, a distance of about 4,400
miles, and have returned to Perim
with coal. The present genera-
tion of shipping managers has to
try to adapt itself to conditions
quite different from those existing
in the time of their predecessors,
who built up British cargo shipping
on the strength of outward cargoes
of coal and homeward cargoes of
grain and other commodities in
bulk.

A report on private radio licences
in Canada, issued by the Depart-
ment of Marine, shows nearly
100,000 more licences were given
for the year 1930-31 than in the
previous year. A grand total of
523,100 radio receiving licences
were issued by the department dur-
ing the past 12 months. There
were 424,146 receiving licences
issued during the year 1929-1930.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON, STRAITS
AND MANILA.

The Steamship "PENARTY"
Consignees of cargo are hereby in-
formed that all goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
27th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 10th August, or they
will not be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
27th inst. at 10 a.m., by Messrs.
Godard & Douglas.
No Fire Insurance has been effect-
ed.
Bills of Lading will be countersigned
by GIBB, LIVINGSTON & CO. LTD.
Agents.
Hong Kong, 20th July, 1931.

SAFETY OF LIFE AT SEA.

N.Y.K. Demonstration
at Frisco.

FLEMING LIFE-BOAT.

Japan Overseas Travel Magazine
gives the following interesting ac-
count of a Fleming lifeboat launch-
ing in San Francisco harbour:

The safety of travel on the high
seas to-day is marked by the
elimination of the human hazard.
In the modern age, a mechanical
substitute for almost every task of
the seaman gives the assurance of
efficient performance.

No better illustration of the co-
efficient of safety in present-day
ocean transportation could be given
than recently, when United States
Government officials conducted an
inspection of the latest life-saving
unit of the new motor liner Tatsuta
Maru in San Francisco harbour.

Chief Officer S. Itobe blew his
whistle and the ten-man crew step-
ped lightly into their place, while a
petty officer took command at the
rudder astern. Another blast and
the noiseless electric winches slip-
ped the boat over the newly im-
proved davits that feature the
Tatsuta-Marus' equipment, and
swiftly down the ship's side to the
water's edge. It was a splendid
demonstration of manning a life-
boat and "Putting her down" with-
out a hitch.

The shouted command from the
coxswain and each sailor took his
place at an upright handle that
looked exactly like the "joystick"
that guides an aeroplane. Timed
with the count of the coxswain,
the portside and starboard crew of
the sturdy craft bent their backs in
alternate unison. There was a
churning of water aft as the boat
got under way and with a swinging
of the rudder, sped away from the
ship and pier.

It was a remarkable demonstra-
tion of the new Fleming Life-Boat
Propelling Gear, with which the
new motorship Asama Maru, Chi-
chibu Maru and Tatsuta Maru of
the California-Orient service has a
pair of these improved safety units,
accommodating sixty-two persons,
and the other seven ships of recent
construction have similarly equip-
ped life-boats.

How It Works.

A brief technical description of
the patent Fleming Gear explains
that the ten vertical levers, five on
each side, are connected to a fore
and aft shaft, which in turn is
connected at the after end of the
boat to the crank discs. These are
fitted to a thwartship shaft under
the stern sheets, and another fore
and aft, or tail shaft, with a four-
blade propeller is geared to the
cross rod. The coxswain handles
the entire craft from the stern,
with the rudderstick at hand, and a
control clutch which can reverse the
gears at will, for astern movement.

Captain John K. Bulger, super-
vising inspector of the United
States Steamboat Inspection Ser-
vice on the Pacific Coast, with
Captain Charles Austin, and Mr.
Rorquist, inspectors at San Fran-
cisco, voiced their approval of the
demonstration on the Tatsuta
Maru. Captain Shunji Ito explain-
ed the invention to Captain Bulger,
and Albert Porter, editor of the
Shipping Register, and other ship-
ping men who were present.

The Nippon Yusen Kaisha new
motorships are the only vessels on
the Pacific equipped with these

RUINOUS FREIGHT WAR.

Shipping Companies Cut
Each Other's Throats.

The shipping trade is threatened
by the collapse of freight confer-
ences, says the Japan Chronicle.
With over ten million tons out of
service, shipping companies find it
difficult to obtain cargoes. Com-
petition between conference com-
panies and outsiders is growing
keener and keener, resulting in
ruptures of conferences and in
ruinous freight rates.

The New York-Far East Confer-
ence, for instance, has lost the
greater part of its raison d'etre,
with many cargoes now charged at
open rates. All cargoes, except
dye-stuffs, tobacco and a few minor
items, shipped from the United
States, are now open. The Pacific
West Bound Conference has also
been obliged to make wheat, lum-
ber and other cargoes open, and
these rates to-day are one half or
one third of a year ago.

The European Out Bound Confer-
ence is also on the verge of rup-
ture.

A similar trouble, and the worst
of all, is seen in the South Seas ser-
vice, where the Iahihahara Sangyo
and the Conference of the N.Y.K.,
the O.S.K. and the Java China line
are in ruinous competition.

The only lines where rates are
maintained—and in which Japan is
interested—are the Bombay line,
the Calcutta line and the Tientsin
line.

HELMS ORDERS.

Reasons for the Change
Proposed.

Replying to a question in the
House of Commons of Rear-
Admiral Beamish, Mr. W. Graham,
the President of the Board of
Trade, states:—

"The proposal for a uniform
international system of helm orders
was discussed at the International
Conference on Safety of Life at
Sea held in 1913-14, and the Con-
ference recommended that in view
of the diversity of practice and
opinion in the different countries
the question of adoption of a uni-
form system of helm orders should
be considered at the same time as
the revision of the Regulations for
preventing collisions at sea. As
proposals for the amendment of the
Collision Regulations were to be
considered at the 1929 Conference,
it was inevitable that the subject
of helm orders should be discussed;
and definite notice to raise the mat-
ter was given before the Conference
assembled by Denmark, Finland,
The Netherlands, Norway, and
Sweden."

highly improved life-saving units,
but many new ships, now under
construction, are being equipped
with them.

The old disadvantages of ship-
ping and rowing in heavy seas
is now removed, for anyone can
operate the Fleming lever, and a
speed of five to six knots per hour
can be acquired with a ten-man
crew and a load of fifty-two passen-
gers aboard. Even a two-man crew
has got the boat under way swiftly,
with a 42-passenger list aboard in
recent tests, an important factor
when launching a life-boat. The
levers can be stored down with a
ratchet attachment, and the simple
mechanical gear involved make it
available for installation in any
ordinary life-boat with minor
changes.



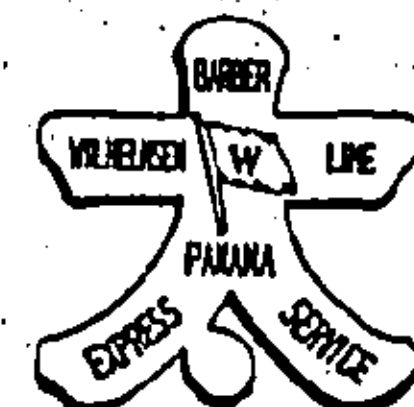
Two brand new liners are now
added to the President Liner Fleet
—the President Hoover, and her
sister ship, the President Coolidge,
especially built for the Orient-to-
New York via California passenger
service. The combined experience
of the entire President Fleet has
been drawn upon to make these
two new ships perfect in every detail.

Every comfort and pleasure has
been thought of—a whole Top Play
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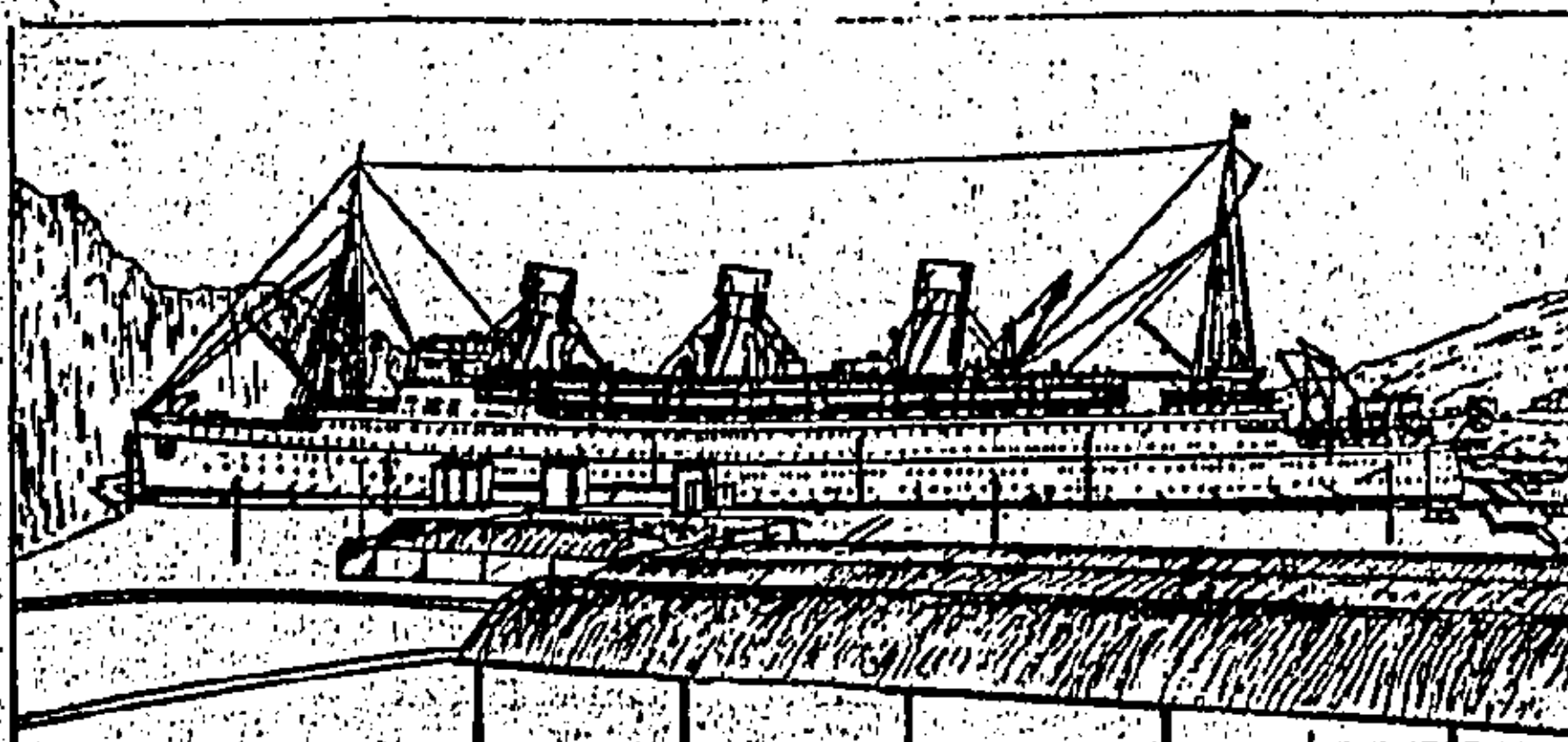
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The Company possesses Six Granite Docks and Two Patent Slipways.

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China Mail

Thursday, July 23, 1931.
Sixth Moon, 9th Day.

ESTABLISHED
1845

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中華民國辛未年六月初九日

HONG KONG, THURSDAY, JULY 23, 1931.

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MACKALL

They Were To
Live Only For The
Future. But The
Shadow Of Her Past
Darkened Their Love!
WAS SHE RIGHT IN
TELLING ALL?

JOEL McCREA
JOHN HALLIDAY
C. HENRY GORDON

Fox Movietone Drama
Directed by
GUTHRIE McCLINTIC

COMMENCING SUNDAY,
26th JULY.

"LORD RICHARD

BOR ONOAREE
USLO OTQPTVE
RILL MEUPILC
INCKE ANLTNSTA
NKR IE TUDINTIO
NGS ES SHSCSE

IN THE PANTRY

NOT REN RSOHEE
TERR EL S STRIC
PRE AP E OIAPN
TO TFM TIOLRI
AU TFB ANDON
TIS EUL TAOAG
SY DLE YSLMLS

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POSEIDON DISASTER FUND.

Appreciation of the
Admiralty.

COLONY'S "BIT"

The Hon. Secretary of the Navy
League sends for publication copies
of the following correspondence:

July 11, 1931.
Sir,—I have much pleasure in
forwarding the accompanying copy
of a Wireless Message received
from Their Lordships Commissioners
of the Admiralty expressing their ap-
preciation of the efforts of
the Hong Kong Branch of
the Navy League in obtaining
donations for the bene-
fit of the next-of-kin of those who
lost their lives in the recent
Poseidon disaster.

I have the honour to be,
Sir,
Your obedient servant,
(Sgd.) A. H. Walker.
COMMODORE.

The President,
Hong Kong Branch,
of the Navy League,
Hong Kong.

COPY OF MESSAGE.

From . . . Admiralty.
To . . . Commodore (37), Re-
peated Commander-in-Chief (78).
Dated . . . July 10, 1931.
Your 1500-9. Request you will in-
form Hong Kong Branch of Navy
League that Their Lordships have
heard with much appreciation of
their generous donations.

1758/10.

July 13, 1931.
The Commodore, Hong Kong pre-
sents his compliments to the Pre-
sident of the Navy League (Hong
Kong Branch) and has much plea-
sure in forwarding the accompany-
ing copy of a message which has
been received by W/T from the
Royal Naval Benevolent Trust,
Chatham, conveying their great ap-
preciation for the contributions ob-
tained in Hong Kong for the de-
pendants of those lost in H.M.S.
Poseidon.

COPY OF MESSAGE.

From Royal Naval Benevolent
Trust, Chatham.
To Commodore, Hong Kong.
Dated July 11, 1931. Timed 1215.
Please convey deepest apprecia-
tion to Navy League, Hong Kong
for magnificent contributions for
dependants of those lost in Posei-
don (stop).
Instructions are being carried
out.

H.M.S. Suffolk, July 10, 1931.

Dear Sir,—I wish to express to
you and through you to the sub-
scribers, the deep sense of appre-
ciation and gratitude of H.M. Ships
employed on the China Station for
the magnificent response made to
your appeal for additional support
for the dependants of those who
lost their lives in H.M.S. Poseidon.
The international character of
the subscriptions and the generos-
ity shown not only in the large
subscriptions at a time of economic
difficulty, but also by the small con-
tributions which in many cases re-
present real sacrifices, is profoundly
touching.

The subscribers to the various
funds will have the satisfaction of
knowing that the object in view has
been attained, and the funds raised
in the Far East will enable the
relations of those who lost their
lives in the execution of their duty
to face the future with confidence
in the knowledge that they and
their children are suitably provided
for by the Admiralty pension sup-

plemented by grants from the Far
East subscriptions.

The funds will be administered
by the Royal Naval Benevol-
ent Trust who have much experi-
ence in administering these funds,
and the administration expenses
are practically nil.

On occasions of Naval disasters,
representatives of the Royal Naval
Benevolent Trust immediately call
on dependants of those lost and
give their sympathy and immediate
material assistance.

The allotments and marriage al-
lowance are continued for a period
after death of the husband which
tides over the time whilst pension
claims are being settled and until
relief funds, if any, become avail-
able.

The representatives of the Trust
also keep in constant touch with
dependants and are able to help
them in times of difficulty with an
advance or other assistance.

As a final result of all the offi-
cial enquiries it is now known that
all those who were in the centre
compartments of the submarine
were saved with the exception of
one since dead from oil fuel poison-
ing.

Of eight men imprisoned for 3½
hours in the fore part of the ship
at a depth of 120 feet in the dark-
ness of a slowly flooding compart-
ment lit by the occasional use of
one electric torch; five, four Bri-
tish and one Chinese rating, were
saved. One other British rating
came to the surface but succumbed,
and one British and one Chinese
rating must have fouled in the
wreck and did not come to the sur-
face.

The courage and endurance
shown by those men who escaped
after 3½ hours spent under con-
ditions of the gravest difficulty and
danger is beyond all praise.

The eighteen men who were in
the after compartments were all
lost.

The dependants of those who lost
their lives are widows 14, mothers
4, other dependant relatives 2. No
information as to the number of
children is available on the Sta-
tion.

I enclose a list of the totals of
the various funds and of certain
miscellaneous subscriptions which
have been sent to me direct or the
results communicated to me.

Yours very truly,
(Sgd.) A. H. Kelly,
Commander-in-Chief
China Station.

The Secretary,
Navy League,
Hong Kong.

The various funds communicated
to the Commander-in-Chief and
miscellaneous subscriptions sent to
the Commander-in-Chief direct
amount as follows:—

	\$.	cts.	£	s.	d.
* H.M. Ships and Naval Establishments,					
China Command	1,170.	9.	8.		
North China Daily News Fund	3,348.	3.	3.		
Shanghai Times Fund	184.	0.	7.		
Hong Kong Navy League	50,216.	90.	2,654.	8.	3.
Singapore	1,153.	35.	134.	11.	1.
Admiral Shen	1,000.	00.	44.	15.	10.
Commission d'Administration de la Caisse des oeuvres francaises	1,000.	00.	44.	15.	10.
de la concession francaise			38.	17.	11.
British Community at Dalren	250.	00.	11.	8.	11.
U.S. Submarine S. 40	100.	00.	4.	9.	7.
Wei-Hai-Wei Import and Export Co.	100.	00.	4.	9.	7.
Messrs. Ah Ying and Co.	50.	00.	2.	4.	9.
Messrs. Man Ying and Co.	50.	00.	89.	11.	8.
Chinese Community, Wei-Hai-Wei (about 2,000).	500.	00.	22.	7.	10.
British Community, Wei-Hai-Wei (about 500).			7,754.	4.	4.

* Less Hong Kong Dockyard Departments and Hong Kong Dock-
yard Police whose subscriptions were sent to the Hong Kong Navy
League Fund.

Printed and published for the Proprietors, The Newspaper Enterprise
Limited, by DAVID CHRISTIAN WILSON, Business Manager, at
3A, Wyndham Street, Hong Kong.

GOODNESS OF THE FAT.

Criminals Have the Lean
and Hungry Look.

ENCOURAGEMENT TO VIRTUE.

Fat men may not be regarded
with approval by modern doctors,
but one consolation is theirs—
prison authorities, at any rate in
Japan, look upon them with con-
siderable respect and esteem. A
medical officer at one Japanese gaol
has just received a diploma from
the Imperial University for a
thesis on the proposition that fat
men are rarely criminals and that
most crime is committed by the
lean and slender sort.

That may supply another reason
why Cuesar said: "Let me have
men about me that are fat"—one
crook at a time may be the motto
of those who are prepared to wade
through blood to achieve their own
ends. But what about Al Capone
—he is generally understood to
display some rotundity of person?
And the young Nero is commonly
reported to have been a bit of a
plumpie. And in fiction there is
Fosco of "The Woman in White"
—one of the best villains ever
invented. Still, it must be admit-
ted (says the Manchester
Guardian) that in most cases the
villains of both fact and fiction are
not on the fat side—from Crippen
to Moriarty they have the lean and
hungry look. Perhaps that ought
to be regarded as a practical en-
couragement to the virtuous life.
There is something to be said for
virtue as its own reward, when
crime wears its practitioners to a
shadow.

FAST AND PRAYER.

Disabled Soldiers in
Japan.

APPEAL FOR PENSIONS.

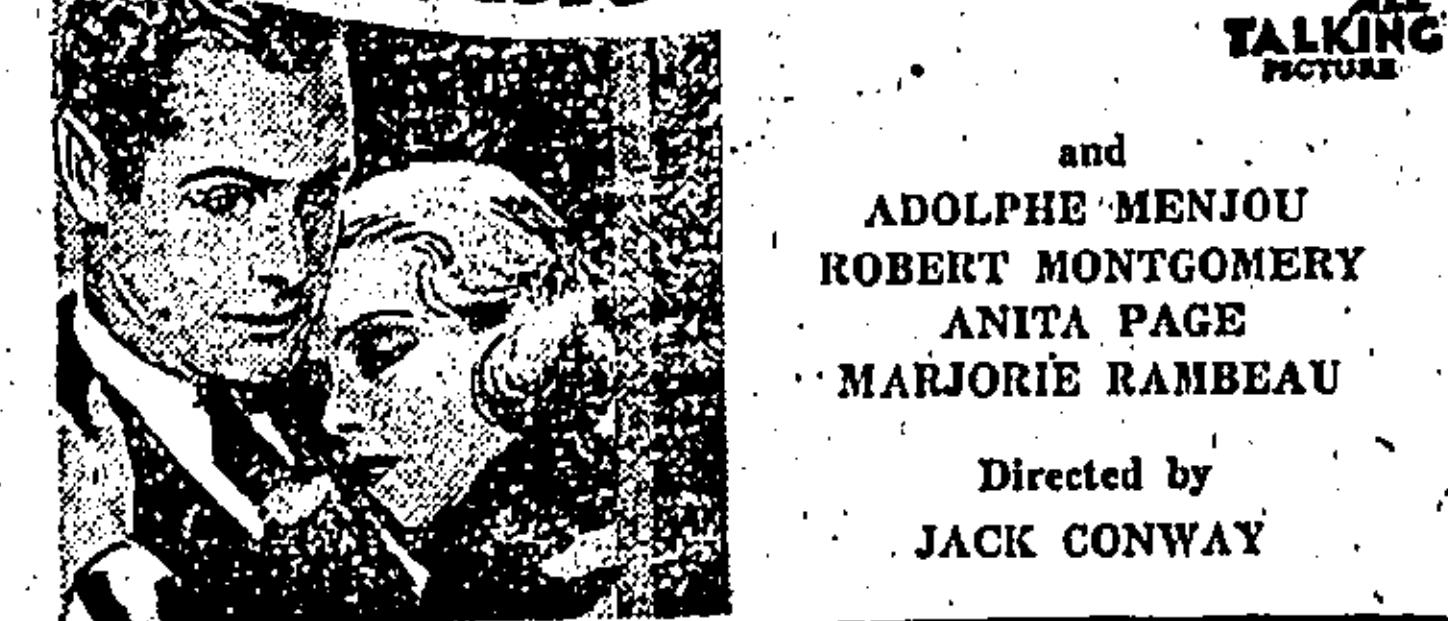
Tokyo, Yesterday.
Twenty-five disabled soldiers,
representative of those who under the
existing regulations are not en-
titled to pensions, are publicly ap-
pealing to the spirit of the Emperor
Meiji for pensions.
They assembled in front of
Meiji's tomb on Monday morning,
for the purpose of a seventy-two
hours fast and prayer.
These disabled men are still
maintaining their vigil, in spite of
continuous rain, though six have
fainted from exhaustion.—Reuter.

AMUSEMENTS

AT THE
QUEEN'S
TO-DAY TO
SATURDAY
At 2.30, 5.10, 7.15 & 9.20.



THE EASIEST WAY
with
Constance Bennett



CHARLIE CHASE

in
"The Pip from Pittsburg"

NEXT CHANGE
IN RESPONSE

TO INSISTENT POPULAR REQUEST

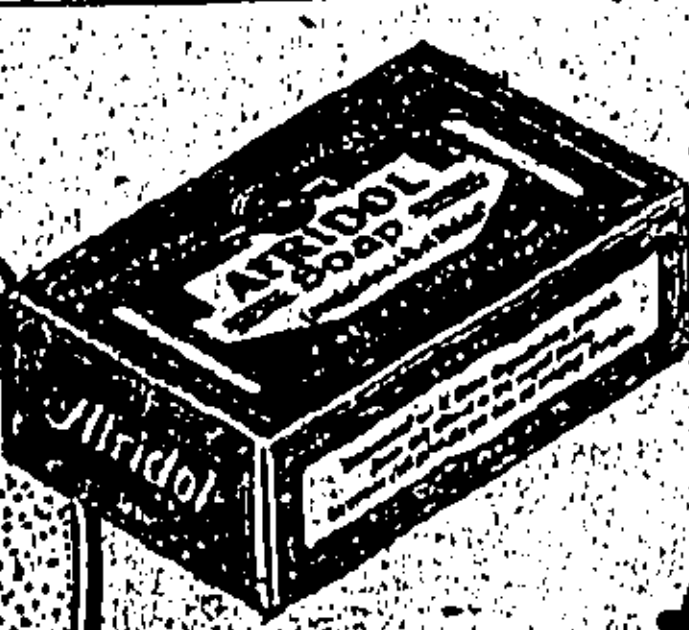
Charlie
Chaplin



Still the elusive, intangible
genius of joy, Chaplin does
not talk and yet speaks
volumes with his deft pan-
tomime in the greatest side
splitting sensation of motion
pictures.

WALTER DICKSON, DIRECTOR
CHARLIE CHAPLIN
UNITED ARTIST
PICTURES

CITY LIGHTS



B. A. BAYER
Afridol
Soap
Prevents and cures
SKINDISEASES
especially
Prickly Heat